

Owner's manual

959 *PANIGALE*
CORSE



This manual is an integral part of the motorcycle and must remain with it for its entire life. The manual must accompany the motorcycle if it is sold or transferred to a new owner. Please store this manual in a safe place. In case of damage or loss, request a new copy by contacting:

Ducati North America, Inc.
448 E. Middlefield Road
Mountain View, CA 94043 USA
Tel: 001.888.391.5446
E-mail: customerservice@ducatiusa.com
Web site: www.ducatiusa.com

Quality and safety standards of Ducati motorcycles are constantly being updated consequent to the development of new design solutions, equipment and accessories. Although the manual includes fully updated information at the time of print, Ducati Motor Holding S.p.A. therefore reserves the right to make changes without prior notification or without incurring obligations. For this reason, you may note discrepancies when comparing some illustrations with your motorcycle.

Any and all reproduction or dissemination of the contents in whole or in part is strictly prohibited. All rights are reserved by Ducati Motor Holding S.p.A. Requests for authorizations shall be made in writing to this company with specification of the reason.



WARNING: Operating, servicing and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle.

For more information go to www.P65Warnings.ca.gov/passenger-vehicle.

Owner's manual

US/CANADA

PANIGALE

959 PANIGALE
CORSE

We'd like to welcome you among Ducati enthusiasts and congratulate you on your excellent choice of motorcycle. We imagine you'll be riding your Ducati motorcycle for long trips as well as short daily excursions. Ducati Motor Holding S.p.A. wishes you smooth and enjoyable riding.

Your motorcycle is the result of constant research and development by Ducati Motor Holding S.p.A., so it's important that the standard of quality is upheld through careful observance of the scheduled maintenance chart and the use of original spare parts. In the Owner's Manual you'll find instructions for performing small maintenance procedures. The most important servicing and maintenance procedures are contained in the Service Manual available at Authorized Service Centers of Ducati Motor Holding S.p.A.

In your own interest and safety, and in order to guarantee product reliability, we strongly recommend that you go to an Authorized Dealer or Service Center for any servicing included on the scheduled maintenance chart, see page 256.

Our highly skilled staff has access to the special tools and equipment needed to perform any servicing procedure with expertise. They use only Ducati original spare parts as the best guarantee for full interchangeability, smooth running and long life.

All Ducati motorcycles come with a Warranty Booklet. The Warranty does not extend to motorcycles used in competitions or competitive trials. Any tampering or even partial modification of the components will result in automatic invalidation of Warranty rights. Incorrect or insufficient servicing procedures, use of non-original spare parts or parts not explicitly approved by Ducati may lead to the invalidation of the Warranty, besides potential damage and reduced performance.

Enjoy your ride!

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Routine maintenance record 277

Introduction

Safety guidelines

Your safety and that of others are very important. Ducati Motor Holding S.p.A. urges you to ride your motorcycle responsibly.

Before using your motorcycle for the first time, please read this manual carefully from start to finish and closely follow the guidelines. This will allow you to obtain all information regarding a correct use and maintenance. If you have any doubts or questions, consult a Dealer or Authorized Service Center.

Warning symbols used in the manual

Different forms of information regarding potential hazards that may affect you or others have been used. These include:

- Safety stickers on the motorcycle;
- Safety warnings preceded by a warning symbol and by one or the two words CAUTION or IMPORTANT.



Attention

Failure to observe these instructions may lead to a hazardous situation and cause severe injury to the rider or others, or even death.



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information regarding the job being performed.

The terms RIGHT and LEFT are referred to the motorcycle viewed from the riding position.

Intended use

This motorcycle must be used only on road surfaces with asphalt or flat and even pavement. This motorcycle may not be used on dirt roads or for off-road riding.



Attention

Using the bike off-road may cause the rider to lose control, which in turn may lead to vehicle damage, injury or death.



Attention

This motorcycle must not be used for towing or for the addition of a sidecar, since this may cause a loss of control and consequent accident.

This motorcycle carries the rider and may carry one passenger upon installation of a dedicated kit performed exclusively at a Ducati Dealer or Authorized Service Center.



Attention

The total weight of the motorcycle in running order with rider, passenger, baggage and additional accessories must not exceed 816 lb/ 370 kg.



Important

Using the motorcycle under extreme conditions, such as very damp and muddy roads or dusty and dry environment, could cause above-average wear of components like the drive system, the brakes or the air filter. If the air filter is dirty, the engine could get damaged. Therefore, this might translate in required service or replacement of the wear parts earlier than specified in the scheduled maintenance chart.

Rider's obligations

All riders must hold a driver's license.

Attention

Riding without a license is illegal and punishable by law. Make sure you always have your license on you when setting out on the motorcycle. Do not allow inexperienced riders or those not in possession of an authorized driver's license to ride the motorcycle.

Do not ride the motorcycle when under the influence of alcohol or drugs.

Attention

Riding under the influence of alcohol or drugs is illegal and punishable by law.

Avoid taking medication before riding the motorcycle if you have not consulted your doctor about potential side effects.

Attention

Some medications may induce sleepiness or other effects that impair reflexes and the ability of the rider to control the motorcycle, which may lead to accident.

Some countries require mandatory insurance coverage.

Attention

Check the laws applicable to your country. Take out an insurance policy and keep the policy in a safe place along with the other motorcycle documents.

To protect the safety of the rider and/or passenger, some countries have made it a law to wear a homologated helmet.

Attention

Check the laws applicable to your country. Riding without a helmet may be punishable by a fine.



Attention

Failure to be wearing a helmet in case of accident increases the chance of serious injury and even death.



Attention

Make sure that the helmet is in compliance with safety specifications, provides excellent visibility, is the correct size for the head, and has the DOT (Department of Transportation) label affixed to the helmet surface. Laws regulating traffic vary from country to country. Check the laws in force in your country before riding the motorcycle and pay strict adherence to them .



Attention

Tampering with Noise Control System Prohibited. Federal Law prohibits the following acts or causing thereof:

- 1) the removal or rendering inoperative by any person, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or
- 2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among the acts presumed to constitute tampering are those listed below:

- 1) Removal of, or puncturing the muffler, baffles, header pipes or any other component that conducts exhaust gases.
- 2) Removal or puncturing of any part of the intake system.
- 3) Lack of proper maintenance.
- 4) Replacing any moving part of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

This product should be checked for repair or replacement if the motorcycle noise has increased

significantly through use. Otherwise, the owner may become subject to penalties under state and local ordinances.

Reporting of safety defects

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Ducati North America, Inc., 448 E. Middlefield Road, Mountain View, CA 94043, Tel: 001.888.391.5446. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Ducati North America. To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, 1200 New Jersey Avenue SE W43-488, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Rider's training

Accidents are frequently due to inexperience. Riding, maneuvering and or braking are carried out differently from other vehicles.



Attention

A rider's lack of preparation or an inappropriate use of the vehicle may result in a loss of control, death or serious damage.

Check your knowledge of current "TRAFFIC LAWS"; read carefully and familiarize yourself with the contents of the M.O.M (Motorcycle Operator Manual) pertinent to your state available at the M.S.F. (Motorcycle Safety Foundation) (www.msf-usa.org) website.

You are strongly recommended to take a riding course approved by the M.S.F. (Motorcycle Safety Foundation).

Apparel

Clothing in the use of the motorcycle plays an important role in safety, as the motorcycle provides a person no protection from impact in the same way as an automobile.

Suitable clothing includes: helmet, eye protection, gloves, boots, long-sleeved jacket and long pants.

- The helmet must meet the requirements listed at page 9; if your helmet does not have a visor, use suitable eye wear;
- Gloves must have five fingers and be made of leather or other abrasion-resistant material;
- Boots or shoes used for riding must have non-slip soles and ankle protection;
- Jacket and pants, or even riding suits, must be made of leather or abrasion-resistant material and in a color with inserts that are very visible.



Important

In any case, avoid wearing loose or floppy clothing that can become stuck in the motorcycle parts.



Important

For your safety this type of clothing must be used in both summer and winter.



Important

For the safety of the passenger, make sure that he or she also wears appropriate clothing.

Safety "Best Practices"

Before, during and after use, remember to follow some simple rules that are extremely important for safety and for maintaining the motorcycle at top efficiency.

Important

During the break-in period, carefully observe the instructions contained in section "Riding the motorcycle" of this Manual.

Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Attention

Do not ride the motorcycle unless you are well familiarized with the controls to be used during the ride.

Before starting the motorcycle, always perform the checks detailed in this manual (see page 215).

Attention

Failure to perform checks may cause damage to the vehicle and serious injury to the rider and/or passenger.

Attention

Start the engine when outdoors or in a well ventilated place. Never start the engine in a closed environment.

Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.

During the ride, assume a correct body position and make sure the passenger does the same.

Important

The rider should ALWAYS keep both hands on the handlebar.

Important

Both rider and passenger should keep their feet on the footpegs when the motorcycle is in motion.



Important

The passenger should always hold on to the strap on passenger seat with both hands.



Important

Be very careful when maneuvering intersections or when riding in areas near exits from private grounds, parking lots or access roads to highways.



Important

Be sure you are clearly visible and do not ride in the blind spot of the vehicles ahead.



Important

ALWAYS signal your intention to turn or pull over to the next lane with due warning using the turn indicators.



Important

Park your motorcycle where no one is likely to hit it, and use the side stand. Never park on uneven or soft ground or your motorcycle may fall over.



Important

Visually inspect the tires at regular intervals for cracks and cuts, especially on sidewalls, bulges or large spots which are indicative of internal damage. Replace them if badly damaged. Remove any stones or other foreign bodies caught in the tread.



Attention

The engine, exhaust pipes and mufflers stay hot for a long time after the engine has been turned off. Be especially careful not to touch the exhaust system with any part of the body and never park the motorcycle near flammable materials (wood, leaves, etc.).



Attention

When you leave the motorcycle unattended, always remove the ignition key and make sure it is inaccessible to anyone unsuitable to ride the motorcycle.

Refueling

Refuel the motorcycle in an open area and with the engine switched off.

Do not smoke or ever use flames during refueling.

Be careful never to drop fuel on the engine or exhaust pipe.

When refueling, do not fill the tank completely: fuel should never be touching the rim of filler recess.

When refueling, avoid inhaling fuel vapors and take care that they do not come in contact with eyes, skin or clothing.

Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10).

Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.



Attention

In case of malaise caused by prolonged inhalation of fuel vapors, stay outdoors and consult a physician. In case of contact with eyes, rinse eyes thoroughly with water. In case of contact with skin, wash the area immediately with soap and water.



Attention

Fuel is highly flammable. If it accidentally spills onto clothes, change them.

Carrying the maximum load allowed

Your motorcycle is designed for long-distance riding with the maximum load allowed carried in full safety. Even weight distribution is critical to preserving these safety features and avoiding difficulties when performing sudden maneuvers or riding on bumpy roads.



Attention

Do not exceed the total permitted weight for the motorcycle and pay attention to the information below regarding load capacity.

Information about carrying capacity



Important

Arrange your luggage or heavy accessories in the lowest possible position and close to motorcycle center.



Important

Never fix bulky or heavy objects to the steering head or front mudguard, as this would affect stability and be dangerous.



Important

Be sure to secure the luggage to the supports provided on the motorcycle as firmly as possible. Improperly secured luggage may affect stability.



Important

Do not insert any objects you may need to carry into the gaps of the frame, as these may interfere with moving parts.



Attention

Make sure tires are inflated to the correct pressure and that they are in good condition.

Please refer to paragraph "Tires" on page 246.

Hazardous products - warnings

Used engine oil

Attention

Prolonged or repeated contact with used engine oil may cause skin cancer. If exposed to used engine oil on a daily basis, make it a rule to wash your hands thoroughly with soap immediately after use. Keep away from children.

Brake lining debris

Never attempt to clean the brake assembly using compressed air or a dry brush.

Brake fluid

Attention

Avoid spilling brake fluid onto plastic, rubber or painted parts of the motorcycle to avoid the risk of damage. Protect these parts with a clean shop rag before servicing the motorcycle. Keep away from children.



Attention

The brake fluid used in the brake system is corrosive. In the event of accidental contact with eyes or skin, wash the affected area with generous quantities of running water.

Coolant

Engine coolant contains ethylene glycol, which may ignite under particular conditions, producing invisible flames. Although the flames from burning ethylene glycol are not visible, they are still capable of causing severe burns.



Attention

Take care not to spill engine coolant on the exhaust system or engine parts.

These parts may be hot and ignite the coolant, which will subsequently burn with invisible flames. Coolant (ethylene glycol) is an irritant and is poisonous when ingested. Keep away from children. Never remove the radiator cap when the engine is hot. The coolant will be scalding hot and is under high pressure.

The cooling fan operates automatically: keep hands well clear and make sure your clothing does not get caught in the fan.

Battery



Attention

The battery gives off explosive gases; keep it away from any source of ignition such as sparks, flames and cigarettes. When charging the battery, ensure that the working area is properly ventilated and that ambient temperature is below 104° F (40° C). Never try to open the battery: it does not need to be filled with acid or other types of fluid.

Vehicle identification number



Note

These numbers identify the motorcycle model and should always be indicated when ordering spare parts.

We recommend that you note the frame number of your motorcycle in the space below.

Frame number

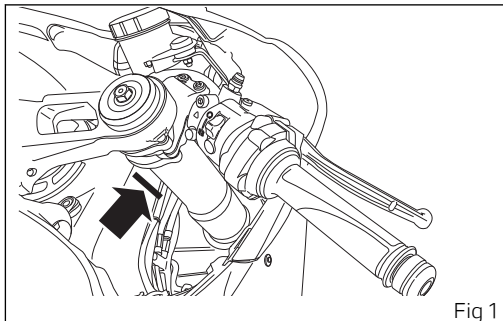


Fig 1

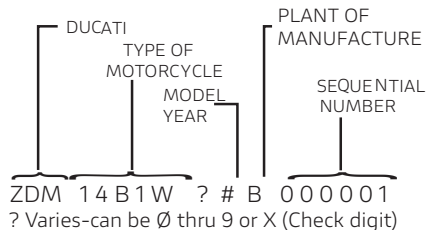


Fig 2

Engine identification number



Note

These numbers identify the motorcycle model and should always be indicated when ordering spare parts.

The engine identification number is located in the motorcycle front side on the horizontal head cylinder lower side, near the starter motor and the generator cover.

We recommend that you note the engine number of your motorcycle in the space below.

Engine number

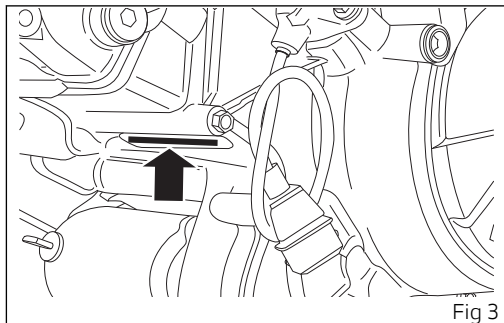


Fig 3

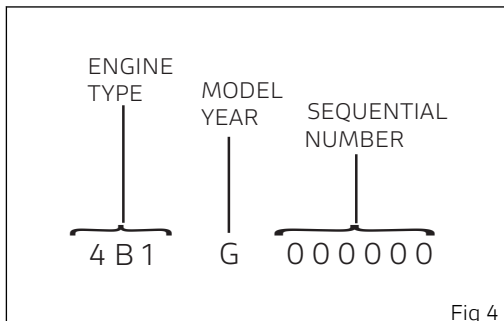


Fig 4

Plate position

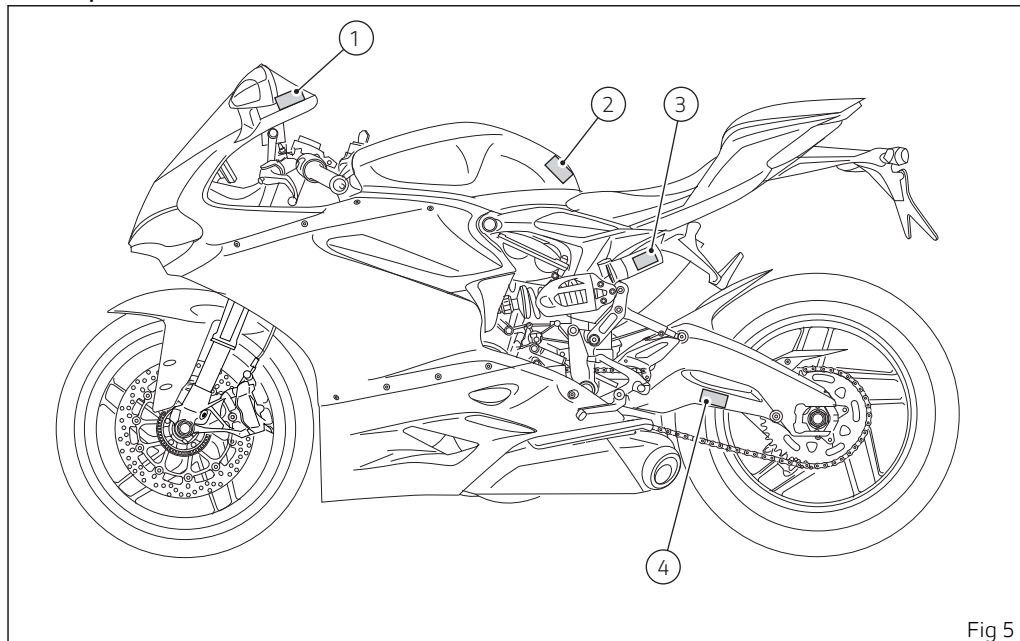


Fig 5

WARNING

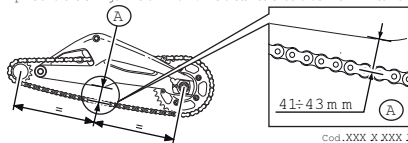
DO NOT ATTEMPT TO LOOK THROUGH THIS FAIRING. THIS IS NOT A WINDSHIELD, BUT AN AERODYNAMIC FAIRING ONLY; FAILURE TO OBSERVE THIS WARNING COULD RESULT IN A COLLISION OR UPSET AND CONSEQUENT SERIOUS BODILY INJURY.

Cod. 633 1 165 1A

1

Con moto sul cavalletto laterale, al centro del ramo inferiore catena, abbassare la catena con la pressione del dito, rilasciare la catena e misurare la distanza tra i centri dei perni della catena in un punto della forcella. Il valore deve essere pari a $41 \div 43$ mm.

With the motorcycle on its side stand, at the centre of the bottom run of the chain, lower it by pressing down only with your finger, release it and measure the distance of chain link pins and the swingarm flange. The distance should be within 41 to 43 mm.



Cod. XXX X XXX XX

4

CAUTION

NEVER FILL TANK SO FUEL LEVEL RISES INTO FILLER NECK. IF TANK IS OVERFILLED, HEAT MAY CAUSE FUEL TO EXPAND AND FLOW INTO EVAPORATIVE EMISSION CONTROL SYSTEM RESULTING IN HARD STARTING AND ENGINE HESITATION.

2

WARNING

CONTAINS HIGHLY COMPRESSED GAS. USE ONLY PERFECTLY DRY NITROGEN GAS. OTHER GASES MAY CAUSE EXPLOSION. DO NOT INCINERATE. REFER TO OWNER'S MANUAL FOR REGULATING GAS.

3

Fig 6

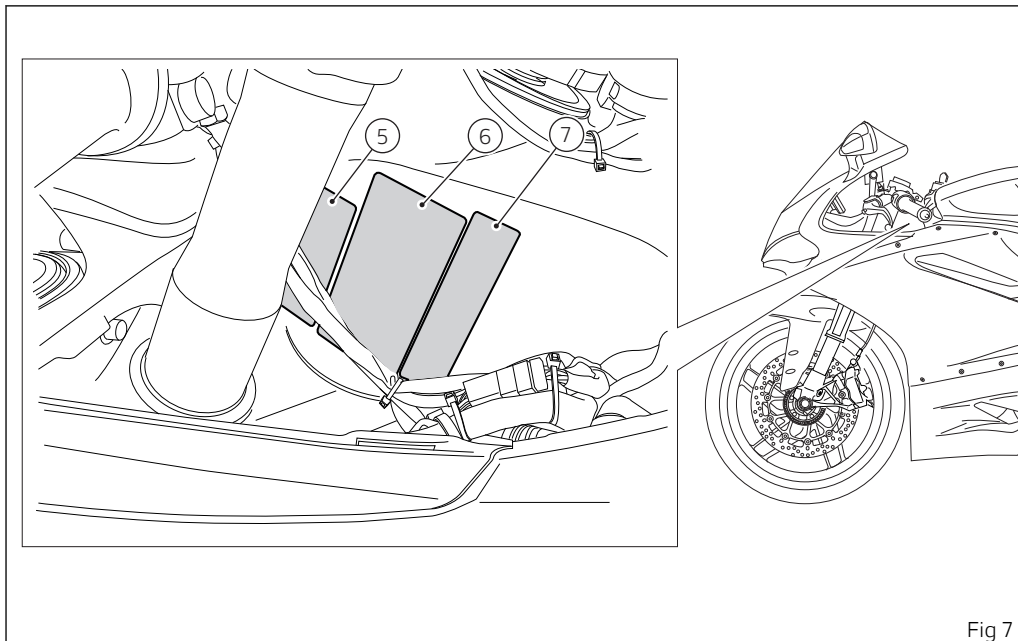
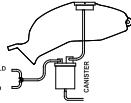


Fig 7

VEHICLE EMISSION CONTROL INFORMATION		
ENGINE DISPLACEMENT: X CC		THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2012 MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO 6.8 HC+NOx G/KM ENGINE FAMILY EXHAUST EMISSION STANDARD IN CALIFORNIA
ENGINE FAMILY: X		
ENGINE EXHAUST CONTROL SYSTEM: X SFI AND X		
EVAP FAMILY: X		
PERMEATION FAMILY: X		
ENGINE TUNEUP SPECIFICATIONS		
ITEM	SPECIFICATIONS	INSTRUCTIONS
IGNITION TIMING:	20° BTDC AT IDLE SPEED	NO ADJUSTMENTS
IDLE SPEED (RPM)	X	NO ADJUSTMENTS
IDLE MIXTURE	OPENING X	NO ADJUSTMENTS
VALVE CLEARANCE (IN & EX)	CLOSING X	SEE SERVICE MANUAL
SPARK PLUG : X		OIL : SAE 10W/40 OR SAE 15W/50
SPARK PLUG GAP (mm) : X		FUEL : UNLEADED GASOLINE
DUCATI MOTORHOLDING SPA - BOLOGNA - ITALY IMPORTER: DUCATI NORTH AMERICA INC. - CUPERTINO - CALIFORNIA		

5

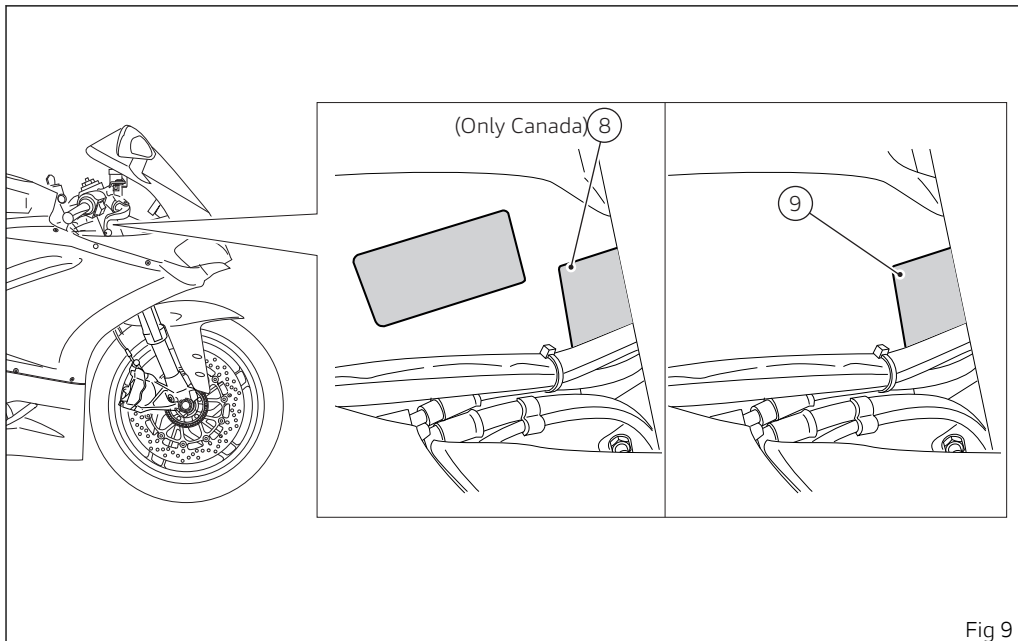
VEHICLE EMISSION CONTROL LABEL	
ENGINE DISPLACEMENT: X CC	
ENGINE FAMILY: X	
THIS VEHICLE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO X MODEL YEAR NEW MOTORCYCLES. EVAP FAMILY: X	
	
 Via A. C. Ducati, 3 40132 BOLOGNA ITALY	
XXX.XXXX.XX	

6

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION		
THIS	X	MOTORCYCLE
MEETS EPA NOISE EMISSION REQUIREMENTS OF X dB(A) AT X RPM		
BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS		
MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED		
BY FEDERAL LAW. SEE OWNER'S MANUAL		
XXX.X.XXX.XX		

7

Fig 8



MANUFACTURED BY/FABRIQUÉ PAR :
DUCATI MOTORHOLDING spa DATE: X
 TYPE OF VEHICLE / TYPE DE VÉHICULE : X
 GVWR / PNBV: X
 V.I.N. / N.I.V.: X

GAWR PNBE KG	TIRE/PNEU DIMENSION RIM/JANTE	COLD INFL. PRESS. PRESS DE GOLFL. A FROID P.SI/LPC KPA
X	X X	X X
X	X X	X X

THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS
 PRESCRIBED UNDER THE CANADIAN MOTOR VEHICLE SAFETY
 REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE.
 CE VÉHICULE EST CONFORME A' TOUTES LES NORMES QUI
 LUI SONT APPLICABLES EN VERTU DU REGLEMENT SUR LA
 SÉCURITÉ DES VÉHICULES AUTOMOBILES DU CANADA EN
 VIGUEUR A' LA DATE DE SA FABRICATION. XXX.X.XXX.XX

8 (Only Canada)

MANUFACTURED BY: DATE: X
DUCATI MOTORHOLDING spa
 GVWR: X LBS (X kg)
 GAWR F: X LBS (X kg) WITH X
 TIRE, X RIM, AT X PSI COLD
 GAWR R: X LBS (X kg) WITH X
 TIRE, X RIM, AT X PSI COLD
 THIS VEHICLE CONFORMS TO ALL APPLICABLE
 FEDERAL MOTOR VEHICLE STANDARDS IN
 EFFECT ON THE DATE OF MANUFACTURE
 SHOW ABOVE.
 TYPE CLASSIFICATION: MOTORCYCLE
 VEHICLE I.D. No. X

9

Fig 10

Noise and exhaust emission control system information

Source of Emissions

The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because under certain conditions, they react to form photochemical smog when subjected to sunlight.

Carbon monoxide does not react in the same way, but is toxic. Ducati utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

Exhaust Emission Control System

Exhaust Emission Control System is controlled by an Electronic Control Unit (ECU), and no adjustments should be made except idle speed adjustments with the throttle stop screw. The Exhaust Emission Control System is separate from the crankcase emission control system.

Crankcase Emission Control System

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere. Blow-by gas is returned to the

combustion chamber through the air cleaner and the throttle body.

Evaporative Emission Control System

The motorcycles are equipped with an evaporative emission control system which consists of a charcoal canister and associated piping. This system prevents the escape of fuel vapors from the engine and fuel tank.

Problems that may affect motorcycle emissions

If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your local Ducati dealer.

Symptoms:

Hard starting or stalling after starting.

Rough idle.

Misfiring or backfiring during acceleration.

After-burning (backfiring).

Poor performance (driveability) and poor economy.

California emission control warranty statement Your warranty rights and obligations

The California Air Resources Board is pleased to explain the emission control system warranty on your MY 2019 motorcycle. In California, new motor vehicles must be designated, built and equipped to meet the State's stringent anti-smog standards. Ducati North America, Inc. must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle.

Your emission control system may include parts such as fuel-injection system, the ignition system, catalytic converter, and engine computer. Also included may be hoses, belts, connectors and other emission-related assemblies. Where a warrantable condition exists, Ducati North America, Inc. will repair your motorcycle at no cost to you including diagnosis, parts and labor.

Manufacturer's warranty coverage

Manufacturer's warranty coverage

- 5 years or 18,641 miles (30,000 kilometers), whichever first occurs.

Owner's warranty responsibilities

- As the motorcycle owner, you are responsible for the performance of the required maintenance listed in your owner's manual. Ducati North America, Inc. recommends that you retain all receipts covering maintenance on your motorcycle, but Ducati North America, Inc. cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance.
- You are responsible for presenting your motorcycle to a Ducati dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.
- As the motorcycle owner, you should also be aware that Ducati North America, Inc. may deny you warranty coverage if your motorcycle or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

If you have any questions regarding your warranty rights and responsibilities, you should contact Ducati North America, Inc. at 001.408.253.0499 or the California Air Resource Board at 9528 Telstar Avenue, El Monte, CA 91731.

California evaporation emission system

This system consists of:

- 1) Warm air inlet;
- 2) Canister;
- 3) Dell'Orto jet;
- 4) Fuel tank;
- 5) Breather pipe;
- 6) Intake manifolds.



Attention

In the event of a fuel system malfunction, contact a Ducati Authorized Service Center.

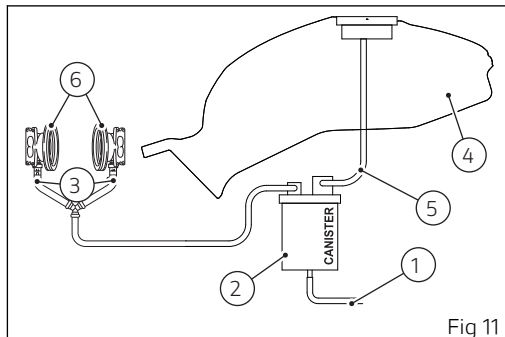


Fig 11

Ducati limited warranty on emission control system

Ducati North America, Inc., 448 E. Middlefield Road, Mountain View, CA 94043 warrants that each new 1998 and later Ducati motorcycle, that includes as standard equipment a headlight, tail-light and stoplight, and is street legal:

A) is designed, built and equipped so as to conform at the time of initial retail purchase with all applicable regulations of the United States Environmental Protection Agency, and the California Air Resources Board; and

B) is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection Agency or the California Air Resources Board for a period of use of 30,000 kilometers (18,641 miles) or 5 (five) years from the date of initial retail delivery, whichever first occurs.

I. Coverage

Warranty defects shall be remedied during customary business hours at any authorized Ducati motorcycle dealer located within the United States of America in compliance with the Clean Air Act and

applicable regulations of the United States Environmental Protection Agency and the California

Air Resources Board. Any part or parts replaced under this warranty shall become the property of Ducati. In the state of California only, emissions related warranted parts are specifically defined by that state's Emissions Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel tank, fuel injection system; spark advance mechanism; crankcase breather; air cutoff valves; fuel tank cap for evaporative emission controlled vehicles; oil filler cap; pressure control valve; fuel/vapor separator; canister; igniters; breaker governors; ignition coils; ignition wires; ignition points, condensers, and spark plugs if failure occurs prior to the first scheduled replacement, and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts. In the state of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than an authorized Ducati dealer. An emergency

situation occurs when an authorized Ducati dealer is not reasonably available, a part is not available within 30 days, or a repair is not complete within 30 days. Any replacement part can be used in an emergency repair. Ducati will reimburse the owner for the expenses, including diagnosis, not to exceed Ducati's suggested retail price for all warranted parts replaced and labor charges based on Ducati's recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. The owner may be required to keep receipts and failed parts in order to receive compensation.

II. Limitations

This Emission Control System Warranty shall not cover any of the following:

- A. Repair or replacement required as a result of
 - (1) accident,
 - (2) misuse,
 - (3) repairs improperly performed or replacements improperly installed,
 - (4) use of replacement parts or accessories not conforming to Ducati specifications which adversely affect performance and/or
 - (5) use in competitive racing or related events.

B. Inspections, replacement of parts and other services and adjustments required for routine maintenance.

C. Any motorcycle on which odometer mileage has been changed so that actual mileage cannot be readily determined.

III. Limited liability

A. The liability of Ducati under this Emission Control Systems Warranty is limited solely to the remedying of defects in material or workmanship by an authorized Ducati motorcycle dealer at its place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the motorcycle or transportation of the motorcycle to or from the Ducati dealer. Ducati shall not be liable for any other expenses, loss or damage, whether direct, incidental, consequential or exemplary arising in connection with the sale or use of or inability to use the Ducati motorcycle for any purpose. Some states do not allow the exclusion or limitation of any incidental or consequential damages, so the above limitations may not apply to you. B. No express emission control system warranty is given by Ducati except as specifically set forth herein. Any emission control system warranty

implied by law, including any warranty of merchantability or fitness for a particular purpose, is limited to the express emission control systems warranty terms stated in this warranty. The foregoing statements of warranty are exclusive and in lieu of all other remedies. Some states do not allow limitations on how long an implied warranty lasts so the above limitation may not apply to you. C. No dealer is authorized to modify this Ducati Limited Emission Control Systems Warranty.

IV. Legal rights

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

V. This warranty is in addition to the Ducati limited motorcycle warranty.

VI. Additional information

Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, Ducati is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any

individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchaser.

Ducati North America, Inc.

448 E. Middlefield Road
Mountain View, CA 94043 USA

Tel: 001.888.391.5446

E-mail: customerservice@ducatiusa.com

Web site: www.ducatiusa.com

Instrument panel (Dashboard)

Instrument panel

1) Display.

2) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

3) HIGH BEAM LIGHT  (BLUE).

Turns on to indicate that the high beam lights are on and when the flasher is activated.

4) ENGINE OIL PRESSURE LIGHT  (RED).

Comes on when engine oil pressure is too low. It must turn on at "Key-On", but must turn off a few seconds after the engine has started. May come on briefly when the engine is hot, but should go off as the engine revs up.



Important

If the ENGINE OIL light stays on, stop the engine or it may suffer severe damage.

5) FUEL WARNING LIGHT  (AMBER YELLOW).

Turns on when fuel is low and there are about 1.3 gallons (5 liters) of fuel left in the tank.

6) TURN INDICATOR LIGHTS  (GREEN).

Illuminates and flashes when the turn indicator is in operation. They flash together when the "Hazard" function is in operation.

If the right or left warning light flashes "quickly" it indicates an error / failure of at least one of the turn indicators.

7) "ENGINE/VEHICLE DIAGNOSIS - EOBD" LIGHT  (AMBER YELLOW).

Turns on in the case of "engine" errors and in some cases will lock the engine.

8) GENERAL WARNING LIGHTS (RED).

the lights (8a) turn on when RPM value reaches the first threshold before the rpm limiter kicks in.

9) ABS LIGHT (AMBER YELLOW) .

This turns on to indicate that ABS is disabled or not functioning.

Engine on / speed under or equal to 3 mph (5 km/h)		
Light off	Light flashing	Light steady
-	ABS enabled but not working yet	ABS disabled
Engine on/ speed over 3 mph (5 km/h)		
Light off	Light flashing	Light steady
ABS enabled and functioning	ABS enabled, but still not functioning due to a problem	ABS disabled

10) DTC INTERVENTION (AMBER YELLOW).

	DTC
No intervention	Light OFF
Spark advance cut	Light steady ON
Injection cut	Light steady ON

11) OVER REV / IMMOBILIZER / ANTI-THEFT SYSTEM (RED)

	Over rev
No intervention	Light OFF
First threshold (N RPM before the limiter kicks in)	Light steady ON
Limiter	Light ON flashing



Note

Each calibration of the Engine Control Unit may have a different setting for the thresholds that precede the rev limiter and the rev limiter itself.

	Immobilizer
--	--------------------

Key-on status	Light OFF
Key-off status	Light ON flashing
Key-off status for over 12 hours	Light OFF

12) GENERIC ERROR WARNING LIGHT (AMBER YELLOW).

It turns on when there are any "vehicle" errors, i.e. active errors triggered by any control unit other than the engine control unit.

13) DTC LIGHT (AMBER YELLOW).

This light indicates DTC system enabling/disabling status.

Speed below 3 mph (5 km/h)		
Light off	Light flashing	Light steady
DTC enabled and functioning	DTC enabled but not yet functioning since initialization is in progress or functioning with degraded performance	DTC disabled and/or not functioning due to a fault in the BBS control unit
Speed above 3 mph (5 km/h)		
Light off	Light flashing	Light steady
DTC enabled and functioning	DTC enabled but there is a fault in the system causing degraded performance	DTC disabled and/or not functioning due to a fault in the BBS control unit

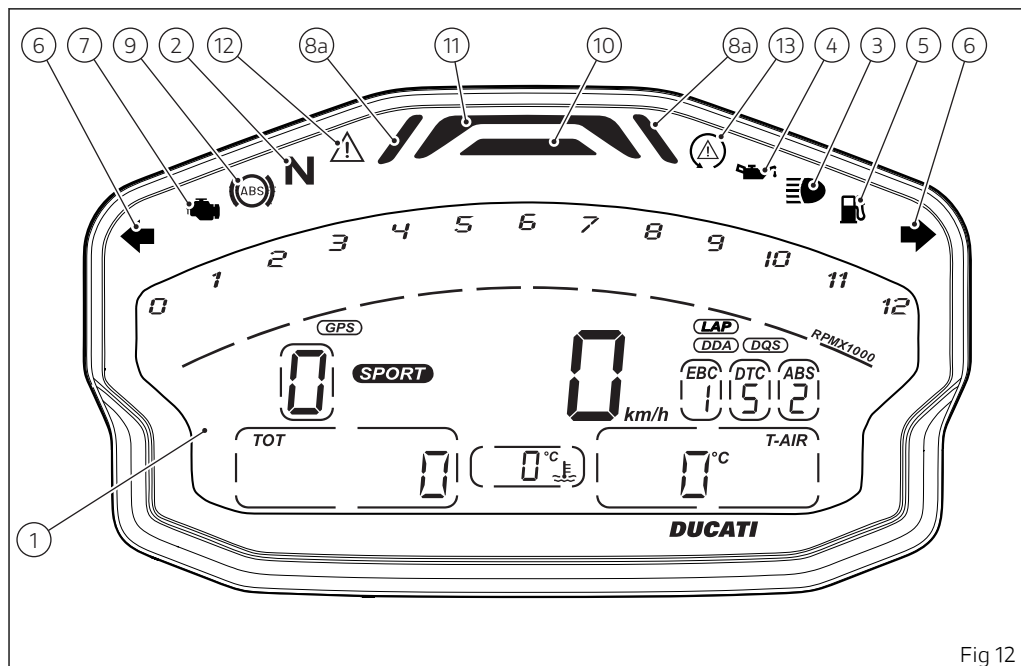


Fig 12

Acronyms and abbreviations used in the Manual

ABS
Anti-lock Braking System
BBS
Black Box System
CAN
Controller Area Network
DDA
DUCATI Data Acquisition
DSB
Instrument panel
DTC
DUCATI Traction Control
DQS
DUCATI Quick Shift
EBC
DUCATI Engine Brake Control
ECU
Engine Control Unit
E-Lock
Electronic Main Switch Set
GPS
Global Positioning System

Technological Dictionary

Engine Brake Control (EBC)

The engine brake control system (EBC) works together with the slipper clutch to avoid and control the rear wheel lockup during aggressive downshifting.

If the system detects wheel slipping, it sends a signal to the engine control unit to slightly increase engine rpm until the rear wheel speed is again consistent with vehicle speed.

EBC features a three-tiered operating system and is integrated in the three Riding Modes.

Riding Mode

The rider of an 959 Panigale can choose from 3 different preset bike configurations (Riding Modes) and pick the one that best suits his/her riding style or ground conditions. The Riding Modes allow the user to instantly change the engine power delivery (Power Mode) and the ABS, DTC, DSQ and EBC settings.

The Riding modes available for the 959 Panigale are: Race, Sport and Wet. Within every Riding Mode, the rider can customize any setting.

Power Mode

The Power Modes are the different engine maps the rider can select to change power level and delivery to suit his/her own riding style and surface conditions. For the 959 Panigale there are three Power Modes, one for each Riding Mode:

- HIGH;
- MED;
- LOW.

Ride by Wire (RbW)

The Ride by Wire system is the electronic device that controls throttle opening and closing. Since there is no mechanical connection between the throttle twistgrip and the throttle bodies, the ECU can adjust power delivery by directly affecting throttle opening angle.

The Ride by Wire system allows you to obtain different power level and delivery according to the selected Riding Mode (Power Mode), but even to accurately control the engine brake (EBC), thereby helping to control the rear wheel slipping (DTC).

Ducati Traction Control (DTC)

The Ducati Traction Control system (DTC) supervises the rear wheel slipping control and settings vary

through eight different levels that are programmed to offer a different tolerance level to rear wheel slipping. Each Riding Mode features a preset intervention level.

Level eight indicates system intervention whenever a slight slipping is detected, while level one is for very expert riders because it is less sensitive to slipping and intervention is thus rarer.

Anti-lock Braking System (ABS) 9M

ABS 9M system fitted to 959 Panigale is a two-channel latest-generation system that actuates combined braking with anti lift-up function for the rear wheel so as to guarantee not only a reduced stopping distance, but also a higher stability under braking.

ABS 9M system is specifically calibrated for sport use, and features 3 different levels of intervention, one per Riding Mode. In RACE mode the system only works on the front disks to ensure top performance for track use.

Ducati Quick Shift (DQS)

The Ducati Quick Shift (DQS) is the electronic shifter control system used for racing purposes that allows the rider to shift up under acceleration without using

the clutch and keeping the throttle open: this results in lower shifting time and hence faster lap time.

Ducati Data Analyzer+ (DDA+)

DDA+ is the latest generation of the Ducati Data Analyzer, with built-in GPS signal to create a "virtual finish line". The system automatically detects lap end and stops the lap timer, without the rider needing to do anything. Thanks to the built-in GPS signal, it also shows the trajectories on track map and the key vehicle parameters: throttle opening, speed, rpm, gear engaged, engine temperature, DTC intervention.

Function buttons

1) CONTROL SWITCH UP "▲"

Button used to display and set instrument panel parameters with the position "▲".

2) CONTROL SWITCH DOWN "▼"

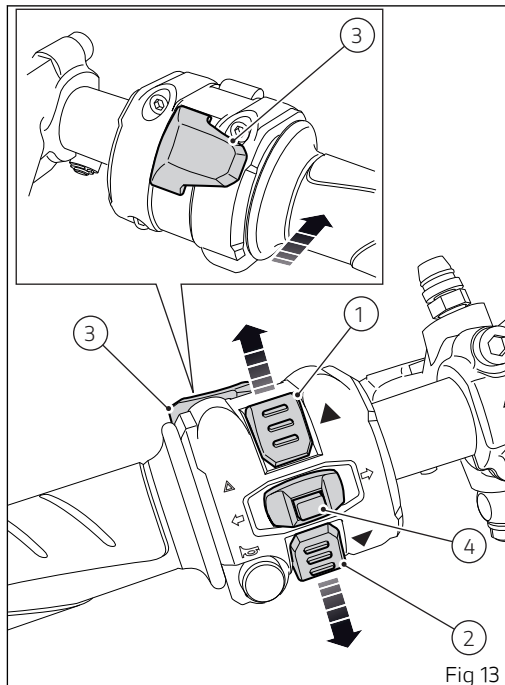
Button used to display and set instrument panel parameters with the position "▼".

3) HIGH-BEAM FLASH BUTTON FLASH

The high-beam flash button may also be used for LAP functions.

4) TURN INDICATORS CANCEL BUTTON

The turn indicators cancel button may also be used for the CONFIRM MENU function, for selecting the riding style. Press this button for 3 seconds to the left side to activate the HAZARD lights.



Parameter setting and displaying

Upon start, the instrument panel:

- turns on the display backlighting;
- temporarily turns on all its elements;
- turns the engine rpm bargraph ON and OFF progressively;
- displays all available speed values progressively from the minimum to the maximum one and vice versa;
- it turns on the LED warning lights in three steps;

("initial check").

At the end of the "initial check" the instrument panel displays the main screen called "Standard screen".

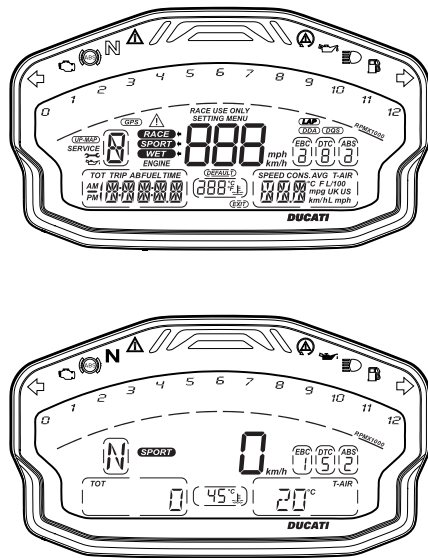


Fig 14

During the start check stage, if the vehicle speed exceeds 6 mph — 10 km/h (actual speed), the instrument panel will stop:

- the display check routine and display the Standard Screen containing updated information;
- the warning light check routine and leave on only the warning lights that are actually active at the moment.



Note

When turning the key to OFF, motorcycle power is cut only after 70 seconds and not immediately.

Data displayed on the main screen are as follows:

- 1) Rpm bar graph.
- 2) Vehicle speed.
- 3) Gear engaged.
- 4) Menu 1 (Odometer, Trip 1, Trip 2, Trip Fuel, Trip Time, Clock, Lap time - only if active).
- 5) MENU 2 (External air temperature, Instantaneous fuel consumption, Average fuel consumption, Average speed, Trip time).
- 6) Engine coolant temperature.
- 7) Set Riding Mode.
- 8) DTC level indication (ON) or DTC OFF indication.
- 9) EBC ON indication or EBC OFF indication
- 10) ABS level indication (ON) or ABS OFF indication.
- 11) DQS ON indication or DQS OFF indication.
- 12) DDA indication (ON).
- 13) GPS receiving indication (if fitted).
- 14) Current LAP indication (only if present).
- 15) SERVICE indication (only if active).

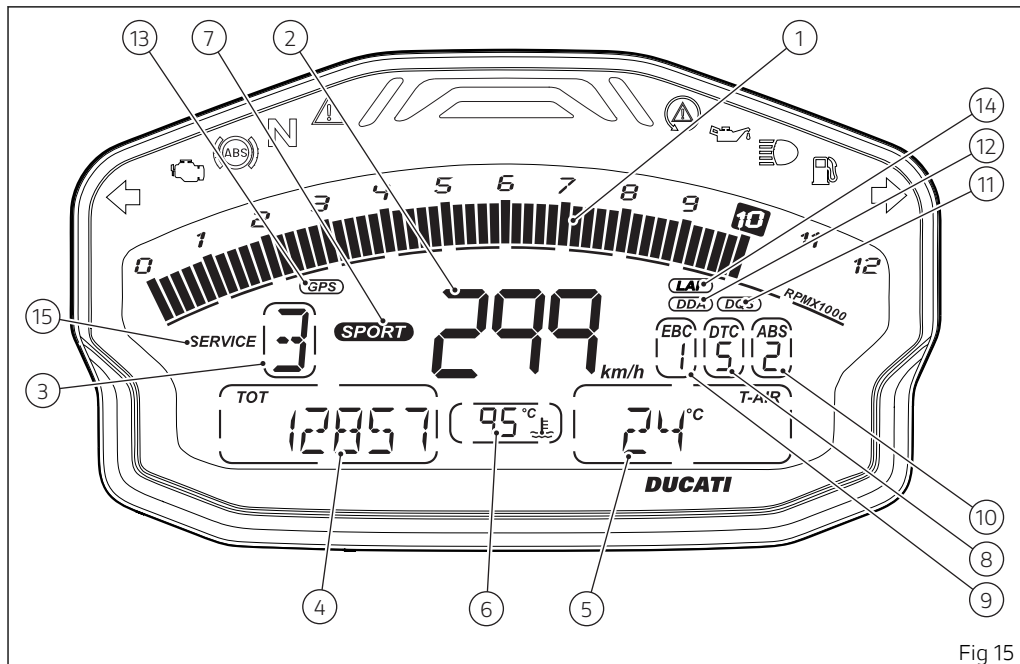


Fig 15

Press button (1) to display MENU 1 information.
The data displayed in a sequence are:

- Odometer (TOT);
- TRIP A;
- TRIP B;
- TRIP FUEL (when function is active);
- Trip time (TRIP TIME).
- Clock;
- Lap time (when LAP function is active).

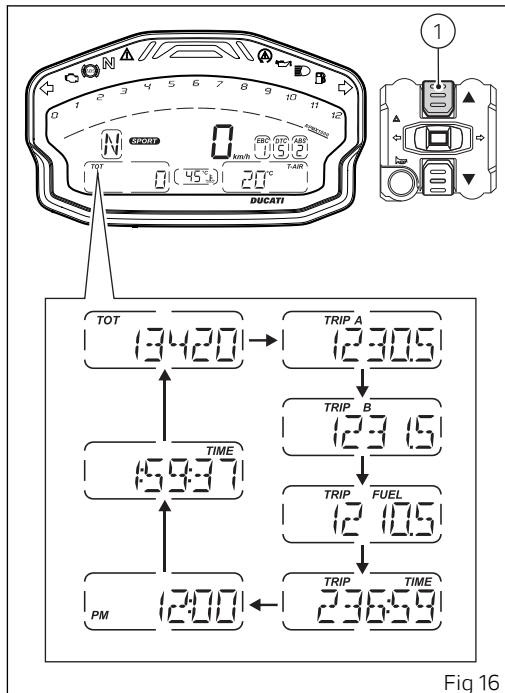


Fig 16

Press button (2) to display MENU 2 information.
The data displayed in a sequence are:

- Air temperature;
- Instantaneous fuel consumption (CONS.);
- Average Fuel Consumption (CONS. AVG);
- Average speed (SPEED AVG);

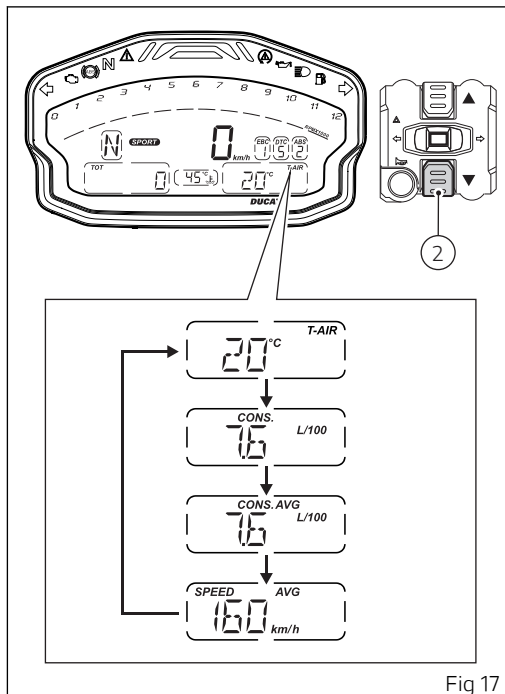


Fig 17

Upon the Key-ON, the data displayed for MENU 1 and MENU 2 are the ones displayed upon the previous Key-OFF.

Note

The factory set default parameter (Odometer - TOT) is displayed for 10 seconds upon Key-ON for MENU 1 and then the parameter from last Key-OFF is displayed.

Note

In case of sudden and unexpected power OFF, the instrument panel displays the default settings upon the following Key-ON; in particular:

- for MENU 1 - Odometer (TOT);
- for MENU 2 - Air temperature.

When the Standard Screen is displayed, hold the button (2) for 3 seconds with the actual vehicle speed lower than or equal to 12 mph (20 km/h) to gain access to the Setting MENU, where you can set any function.

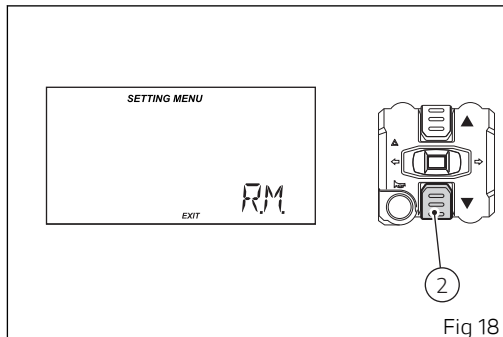


Fig 18



Important

You can enter the SETTING MENU only when the actual vehicle speed is lower than or equal to 12 mph (20 km/h). If you are inside the Setting MENU and the actual vehicle speed exceeds 12 mph (20 km/h), the instrument panel automatically exits from this Menu and displays the Standard Screen.

If the key is not acknowledged upon Key-ON and once the initial check routine is over, the following will happen:

- if the PIN CODE function is not active, the instrument panel performs the initial check, displays the Standard screen with an E-LOCK error warning, turns on the Generic Error light and does not allow accessing the SETTING MENU, except for the Error page (ERR);
- if the PIN CODE function is active, the instrument panel displays the PIN CODE function page, allowing the rider to enter the personal code.

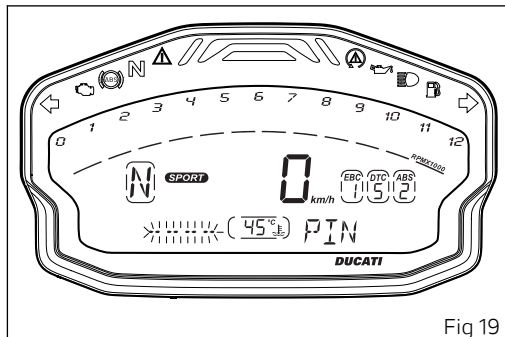


Fig 19

Main functions

The functions displayed in the Standard Screen are the following:

- Engine rpm indication (RPM)
- Vehicle speed
- Gear
- Riding Mode
- DTC
- EBC
- DQS
- ABS
- Engine coolant temperature
- MENU 1 displays the following functions:
 - Odometer (TOT)
 - Trip meter 1 (TRIP A)
 - Trip meter 2 (TRIP B)
 - Partial fuel reserve counter (TRIP FUEL)
 - Trip time (TRIP TIME)
 - Clock
 - LAP time - only if active
- MENU 2 displays the following functions:
 - Ambient air temperature
 - Instantaneous fuel consumption (CONS.)
 - Average Fuel Consumption (CONS. AVG)
 - Average speed (SPEED AVG)

Auxiliary functions

- DDA (only if present)
- GPS (only if present)
- (CLOCK)
- Service warning (SERVICE)

The functions within the SETTING MENU that can be modified by the user are the following:

- RIDING MODE (R.M.) customization: within this menu, rider can customize the following:
 - EBC level (EBC)
 - DTC level (DTC)
 - DQS ON / OFF (DQS)
 - ABS setting (ABS)
 - Engine setting (ENGINE)
 - Reset to default factory settings (DEFAULT)
- Battery voltage - BATTERY (BAT.)
- Display backlighting - BACK LIGHT (B.L.)
- LAP (view/delete/reset automatic settings)
- DDA (on/off - view - delete)
- Clock setup - CLOCK (CLK)
- PIN CODE enter/change (PIN)
- Engine rpm digital indication (RPM)
- Unit setting (Speed - Temperature - Fuel consumption) UNT
- Error display - only if active errors are present (ERR.)

Engine rpm indicator (RPM)

The instrument panel receives the engine rpm information and displays it on the relevant bargraph. The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the negative display (switching OFF of the digit and switching on of its rectangle) of the numerical digit of the relevant miles.

When reaching 12,000 rpm no numerical digit must be displayed in negative.

The rev limiter threshold indicated by the red warning light switching on is:

1st threshold 10,900 rpm.



Note

If instrument panel does not receive the engine RPM value, the bargraph lower bar and all numerical values will flash.

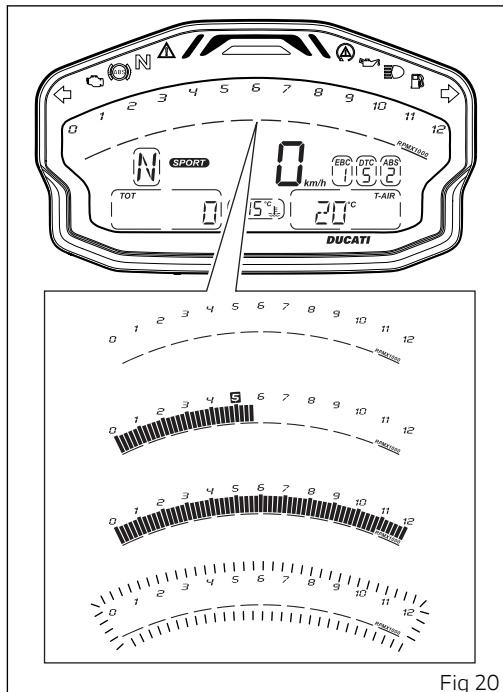


Fig 20

Vehicle speed

The instrument panel receives information about the actual vehicle speed (calculated in km/h) and displays the value increased by 5% and converted in the set unit of measurement (mph or km/h).

A string of dashes "---" is displayed with the set unit of measurement if:

- speed is equal to 186 mph or 299 km/h or if instrument panel is not receiving the speed value ("---" steady on);
- the rear speed sensor is in fault ("---" flashing and SPEED SENSOR error displayed).

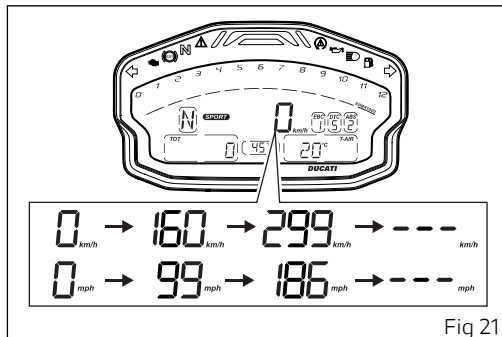


Fig 21

Gear

The instrument panel receives information about the gear engaged and displays the corresponding value.

If a gear is engaged, the displayed value may range from "1" to "6", while if in neutral "N" is displayed. Letter "C" is displayed when system requires you to shift gear.

A string of dashes "--" is displayed if:

- gear teach-in has not been carried out yet ("--" flashing and Neutral light (A) blinking);
- the gear sensor is in fault ("--" steady on and GEAR error displayed);
- the instrument panel is not receiving the gear data ("--" steady on).

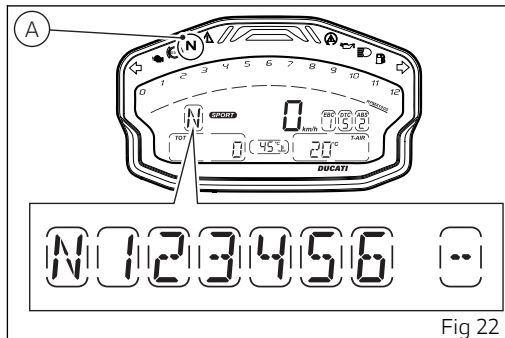


Fig 22

Gear sensor learning

During the gear learning procedure to be performed on the motorcycle the operator is guided by the displayed information.

The instrument panel indicates the saved gear and prompts the operator to proceed with the next gear. When the instrument panel displays letter "C" instead of the gear number and switches Neutral "N" warning light on, both flashing quickly, it is necessary to shift gear.

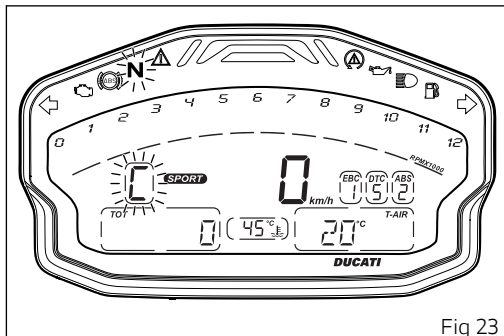


Fig 23

Riding Mode (RIDING MODE)

The Riding Mode can be selected from the instrument panel. Preset riding modes are three: RACE, SPORT, WET.

The selected and active riding mode is displayed on the Standard screen of the instrument panel.

Every Riding Mode contains the following parameters set by Ducati or customized by the user through the setting function pages:

- a specific level of intervention for the DTC traction control (1, 2, 3, 4, 5, 6, 7, 8, off);
- a specific engine power that will change throttle behavior (HIGH, MED, LOW).
- a specific ABS calibration (1, 2, 3, off);
- a specific level of intervention of the EBC engine brake control system (1, 2, 3, off);
- the activation or deactivation of the quick shifter DQS (DQS on or DQS off).



Attention

Ducati recommends changing the Riding mode when the vehicle is stopped. If the riding mode is changed while riding, be very careful (it is recommended to change the Riding mode at a low speed).

Selecting the Riding Mode

Press CONFIRM MENU button (4) to enter the menu for selecting the Riding Mode. The instrument panel displays the name of the Riding Modes in the Standard screen:

- RACE
- SPORT
- WET

One of these will be marked by an arrow near its name to indicate that it was the last memorized setting and is currently in use.



Attention

It is not possible to open the menu for selecting the riding mode, if button (4) is in the position for activating the turn indicators (to the left or right).

The stored settings may be the factory ones (Ducati default settings) or the ones customized by the owner. Whenever CONFIRM MENU button (4) is pressed, instrument panel will display in sequence all riding modes one after the other in a scroll up-and-down view.

Once the desired riding mode is highlighted, confirm the selection by holding down the CONFIRM MENU button (4) for 2 seconds: the new riding mode selection is saved and the Standard Screen is displayed.

Once the desired riding mode is highlighted, if the CONFIRM MENU button (4) is not pressed within 10 seconds, the new riding mode selection is not stored and the standard screen is displayed.

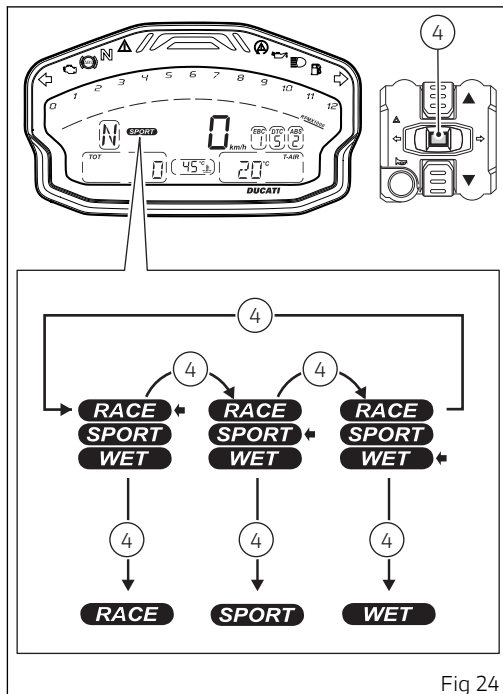


Fig 24

When the system requests rider to confirm the riding mode change, the procedure will output an error if:

- the throttle twistgrip is open, brakes are activated and the motorcycle is not still; in this case "CLOSE GAS" and "DON'T BRK" warnings flash on the display in MENU 1 and MENU 2, by alternating each writing every second. If within 5 seconds the throttle is not closed, the brakes are not released or the motorcycle is not stopped (zero speed), the procedure for changing riding mode will not be completed and the Standard screen is displayed.



Note

If the change of riding mode is associated with the ABS change of state from "ON" to "OFF" or vice-versa, the instrument panel also starts the procedure for disabling or activating the ABS, respectively, upon confirmation of the selected riding mode.

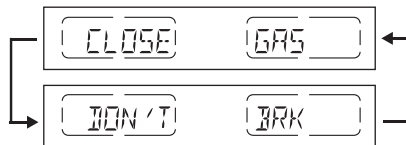
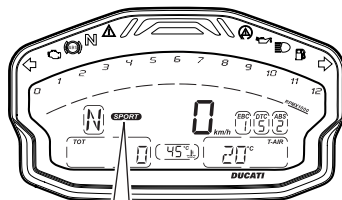


Fig 25



Note

If at least one error is present upon Riding Mode change, priority is given to messages "CLOSE GAS" and "DON'T BRK", and the relevant Warning symbol will flash.

DTC

The instrument panel displays DTC status as follows:

- if DTC is active, DTC indication and the rectangle with the Traction Control intervention level number (1 to 8) will be displayed steady on;
- if DTC is active, but system is in degraded operation due to a fault, DTC indication and the rectangle including the DTC intervention level number, 1 to 8 (flashing); also the DTC warning light starts flashing;
- if DTC is disabled, DTC indication and the rectangle with the steady symbol "- -";
- if DTC is in fault or the Black Box is in fault, DTC indication and the rectangle with the flashing "- -" symbol; the DTC light turns steady on as well and the corresponding error is displayed.



Attention

In case of system fault, contact a Ducati Dealer or Authorized Service Center.

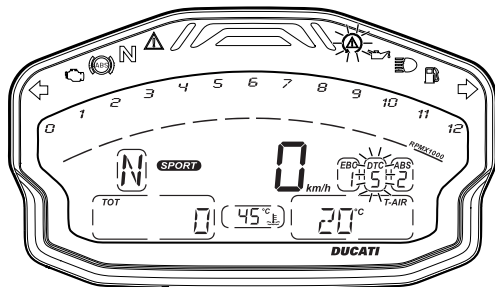
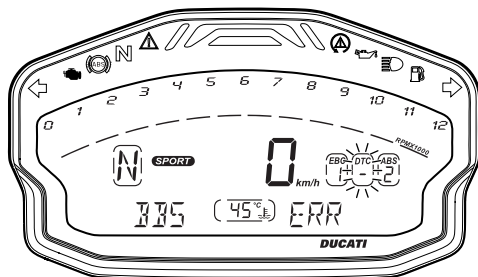
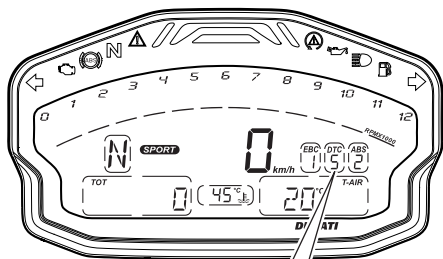


Fig 26



Attention

DTC is a rider aid that can be used both on the track and the road. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to ride responsibly and maintain a high standard of conduct in accordance with traffic laws so as to avoid accident or force emergency maneuvers, whether caused by his own errors or those of other road users.

The rider must always be aware that active safety systems have a preventive function. The active elements help the rider control the motorcycle, making it as easy and safe to ride as possible. The presence of an active safety system should not encourage the rider to ride at speeds beyond the reasonable limits, not in accordance with road conditions, the laws of physics, good riding standards and traffic laws.

The following table indicates the most suitable level of DTC intervention for the various riding modes, as well as the default settings in the "Riding Mode" that can be selected by the rider.

DTC	RIDING MODE	USE	DEFAULT
1	RACE	Track use, for very expert riders, optimized for Pirelli tires with SC2 compound. System permits sliding sideways.	NO
2	RACE	Track use, for very expert riders, optimized for OEM tires (Original Equipment Manufacturer). Permits sliding sideways.	It is the default level for the "RACE" Riding Mode
3	RACE	Track use for expert riders. Permits sliding sideways.	NO
4	RACE	Track use (and road use for expert riders).	NO
5	SPORT	Sport style on the road or on the track, consistent with ENGINE 145 HP LOW setting (maximum power 145 HP, with Smooth delivery).	It is the default level for the "SPORT" Riding Mode
6	SPORT	"Very safe" style on dry surface, on the road or on the track, consistent with ENGINE 145 HP LOW setting (maximum power HP, with Smooth delivery).	NO

DTC	RIDING MODE	USE	DEFAULT
7	WET (RAIN)	Track use, with rain tires, it was specifically optimized for Pirelli Diablo Rain tires (rear tire 190/60 ZR17).	NO
8	WET (HEAVY RAIN)	Wet road and slippery asphalt with OEM tires; it must be associated with ENGINE 100 setting.	It is the default level for the "WET" Riding Mode

Tips on how to select the sensitivity level



Attention

The DTC level 1 setting has been calibrated using tires with SC2 compound (Pirelli Diablo Supercorsa SC2), which are not originally supplied with your motorcycle. The use of this level with tires having different characteristics may alter the operating characteristics of the system.



Attention

The DTC level 7 setting has been calibrated using Rain tires (Pirelli Diablo Rain with size 190/60 ZR17 at the rear) which are not originally supplied with your motorcycle. The use of this level with tires having different characteristics may alter the operating characteristics of the system.



Attention

The DTC levels 2-3-4-5-6-8 settings have been calibrated using the tires originally supplied with your motorcycle (Pirelli Diablo Rosso Corsa SP 120/70ZR17 at the front and 180/60ZR17 at the rear). Using tires with different size and characteristics from the original tires may alter the operating characteristics of the system.

In the case of minor differences, such as tires of a different make and/or model than the OE ones, but with the same size (rear = 180/60ZR17; front = 120/70 ZR17), it may be sufficient to select the suitable level setting from those available in order to restore optimal system operation.

If tires of a different size class are used or if the tire dimensions differ significantly from the original tires, it may be that the system operation is affected to the point where none of the 8 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.

If level 8 is selected, the DTC system will kick in at the slightest hint that the rear wheel is starting to spin. Between level 8 and level 1 there are further intermediate levels of intervention for the DTC.

Levels 1, 2 and 3 allow the rear wheel to spin and slide: these levels are recommended on the track only and exclusively for expert riders: in particular, level 1 is designed to work at best only with tires having SC2 compound.

The choice of the correct level mainly depends on the following parameters:

- The tire/asphalt grip (type of tire, amount of tire wear, the road/track surface, weather conditions, etc.).
- The characteristics of the path/circuit (bends all taken at similar speeds or at very different speeds).
- The riding mode (whether the rider has a "smooth" or a "rough" style).

Level depends on grip conditions: the choice of level setting depends greatly on the grip conditions of the track/circuit (see below, tips for use on the track and on the road).

Level depends on type of track: if the track/path features bends all taken at similar speeds, it will be easier to find a level suitable for all bends; while a track/path with bends all requiring different speeds

will require a DTC level setting that is the best compromise for all bends.

The relation of the DTC intervention level to riding mode: The DTC will tend to kick in more with a "smooth" riding mode, where the bike is leaned over further, rather than with a "rough" style, where the bike is straightened up as quickly as possible when exiting a turn.

Tips for use on the track

We recommend that level 6 be used for a couple of full laps (to allow the tires to warm up) in order to get used to the system. Then try levels 5, 4, etc., in succession until you identify the DTC sensitivity level that suits you best (always try each level for at least two laps to allow the tires to warm up).

Once you have found a satisfactory setting for all the corners except one or two slow ones, where the system tends to kick in and control too much, you can try to modify your riding style slightly to a "rougher" approach to cornering i.e. straighten up more rapidly on exiting the corner, instead of immediately trying a different level setting.

Tips for use on the road

Activate the DTC, select level 6 and ride the motorcycle in your usual style; if the level of DTC sensitivity seems excessive, try reducing the setting to level 5, 4, etc., until you find the level that suits you best.

If changes occur in the grip conditions and/or circuit characteristics and/or your riding style, and the level setting is no longer suitable, switch to the next level up or down and proceed to determine the best setting (e.g. if with level 5 the DTC intervention seems excessive, switch to level 4; alternatively, if on level 5 you cannot perceive any DTC intervention, switch to level 6).

The instrument panel displays EBC status as follows:

-
- The instrument cluster features a tachometer at the top with a redline at 6000 RPM. Below it is a speedometer with a digital display showing 0 km/h. To the left of the speedometer is a gear indicator (N, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12). To the right is a fuel gauge (0 to 1) and a temperature gauge (0 to 120 °C). Below the speedometer is a digital display showing 0.0 km/h, 0.0 L/100km, and 0.0 km. A callout points to the 'ATT' indicator on the speedometer.

Fig 28

The EBC is a system controlling the engine brake while riding with throttle fully closed (both when downshifting and when simply releasing throttle with the same gear engaged, and both under braking or not), this system independently sets the throttles in order to make the torque transmitted backward from wheel to engine during these stages constant. The system can be set on three different levels, from the setting with less engine brake (level 3) to that with a stronger braking (level 1). The EBC can also be disabled (level OFF); in this configuration no torque is transmitted backward.



Attention

EBC is a rider aid that can be used both on the track and the road. The system is designed to make riding easier and to enhance safety, but in no way relieves the rider of the obligation to ride responsibly and maintain a high standard of conduct in accordance with traffic laws so as to avoid accidents or force emergency maneuvers, whether caused by his own errors or those of other road users.

The following table indicates the most suitable level of EBC intervention for the various riding modes, as well as the default settings in the "Riding Mode" that can be selected by the rider:

EBC	FEATURE	DEFAULT
OFF	Maximum engine brake	NO
1	Rather important engine brake, but less than that obtained with EBC OFF	It is the default level for all Riding Modes
2	Very low engine brake, recommended only for track use and for riders requiring a low engine brake when decelerating	NO
3	Minimum engine brake, recommended only for track use and for riders preferring a very low engine brake when decelerating	NO

Tips on how to select the sensitivity level



Attention

The EBC levels 1-2-3 settings have been calibrated using the tires originally supplied with your motorcycle (Pirelli Diablo Rosso Corsa 120/70ZR17 at the front and 180/60ZR17 at the rear). The use of tires of different size and characteristics from the original tires (in particular at the rear) may alter the operating characteristics of the system.

In the case of minor differences, such as tires of a different make and/or model than the OE ones, but with the same size (rear = 180/60 ZR17; front = 120/70 ZR17), it may be sufficient to select the suitable level setting from those available in order to restore optimal system operation.

If tires of a different size class are used or if the tire dimensions differ significantly from the original tires, it may be that the system operation is affected to the point where none of the 3 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.

Selecting level 3, the EBC will kick in to ensure the minimum engine brake possible. Between level 3 and level 1 the engine brake is increasing progressively; with EBC OFF you set the maximum engine brake possible.

The choice of the correct level mainly depends on the following parameters:

- The tire/asphalt grip (type of tire, amount of tire wear, the road/track surface, weather conditions, etc.).
- The characteristics of the path/circuit (bends all taken at similar speeds or at very different speeds).
- The Riding Mode.
- Level depends on grip conditions: the choice of level setting depends greatly on the grip conditions of the track/circuit (see below, tips for use on the track and on the road).

- Level depends on type of track: if the track/path requires consistent braking (always aggressive or always smooth), it will be easier to find a level suitable for all braking instances; while a track/path requiring different braking power will require an EBC level setting that is the best compromise for all instances.

DQS

The instrument panel displays DQS status as follows:

- if DQS is enabled, DQS indication and the relevant box;
- if DQS is in fault or the control unit is in fault, DQS indication and the box with the flashing lettering, the EOBD light turns on as well and the corresponding error is displayed.

The Ducati Quick Shift allows upshifting and downshifting without using the clutch. It includes a microswitch - built in the lever mechanism - that outputs a signal to the engine control unit whenever the gearshift is operated to upshift.

Here below are some tips that will ensure you properly exploit this feature:

- The Ducati Quick Shift takes the same shift lever operation as with vehicle not equipped with the Ducati Quick Shift. Ducati Quick Shift is not designed for shifting automatically.

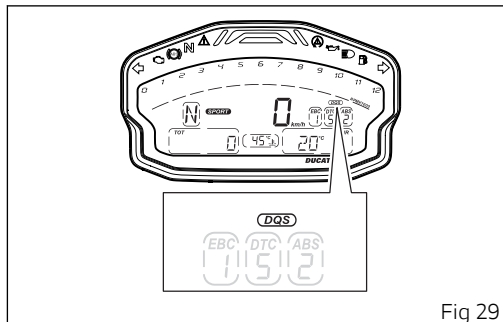


Fig 29

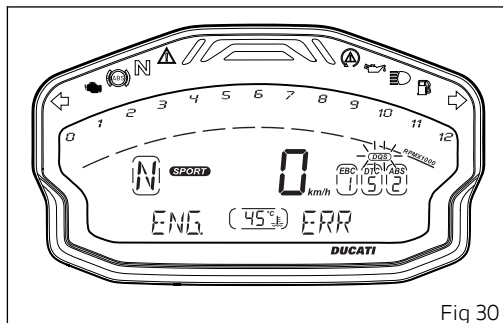


Fig 30

- For any upshifting request the rider has to move the shift lever from its idle position in the correct direction against the force of the spring through a certain over-travel, then keep the shift lever in this position until the gearshift is completed. Once the gearshift has been completed, the lever has to be fully released in order to allow another gearshift acted by Ducati Quick Shift. If the rider doesn't move the shift lever up to end stroke during a Ducati Quick Shift request, gears may not be fully engaged.
- Ducati Quick Shift provides no assistance for the gearshift if the rider uses the clutch lever: the Ducati Quick Shift does not work when the clutch lever is pulled.
- If the Ducati Quick Shift strategy doesn't work it is always possible to complete the gear shifting using the clutch lever.
- If the gear lever is held pressed up or down for more than 30 seconds (even if just by accident) a plausibility error can be memorized in the electronic control unit and the Ducati Quick Shift system could be disabled; in this case, a simple key-off and key-on cycle will reactivate the system.
- Ducati Quick Shift is designed to operate above 2,500 rpm.

ABS

The vehicle is equipped with ABS and the instrument panel displays the box with ABS status.

The instrument panel displays:

- if ABS is active, ABS indication and the rectangle with the set intervention level number (1 to 3);
- if ABS is disabled, ABS indication and the rectangle with the steady symbol "- -";
- if ABS is in an undefined status, ABS indication and the rectangle with the set intervention level number (1 to 3) and the ABS warning light flashing;
- if ABS is in fault, the ABS indication inside the relevant rectangle, the flashing "- -" symbol; the ABS warning light turns steady on as well and the corresponding error is displayed.

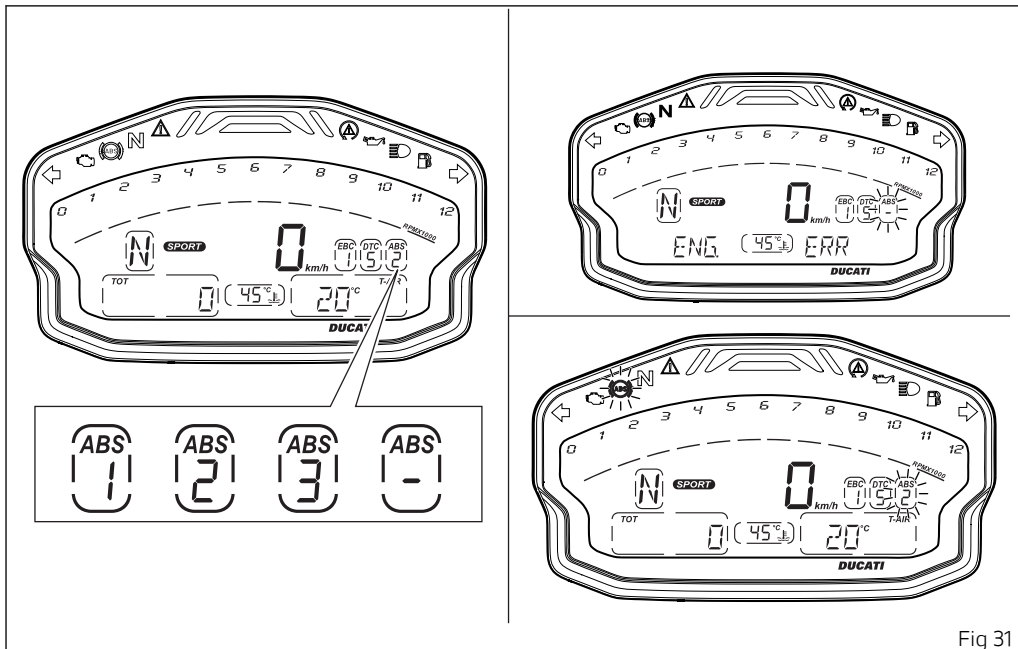


Fig 31

The following table indicates the most suitable level of ABS intervention for the various riding types, as well as the default settings in the "Riding Mode" that can be selected by the rider:

ABS	RIDING MODE	FEATURE	DEFAULT
OFF		The ABS is disabled	NO
1	RACE	Exclusively for track use, for expert riders (not recommended for road use). The ABS in this mode only works on the front wheel (preventing it from locking), while there is no control on the rear wheel; the system does NOT control lift-up.	It is the default level for the "RACE" Riding Mode
2	ROAD	For road use in good grip conditions, both wheels are controlled by the system; the anti lift-up controls are active but this setting mostly focuses on braking power and allows a few uncontrolled lift-ups.	It is the default level for the "SPORT" Riding Mode
3	WET CONDITION ROAD/TRACK	For use under any wet condition, system controls both wheels; the system controls most of the lift-ups.	It is the default level for the "WET" Riding Mode

Tips on how to select the sensitivity level



Attention

The ABS levels 1-2-3 settings have been calibrated using the tires originally supplied with your motorcycle (Pirelli Diablo Rosso Corsa 120/70ZR17 at the front and 180/60ZR17 at the rear). The use of tires of different size and characteristics from the original tires (in particular at the rear) may alter the operating characteristics of the system.

In the case of minor differences, such as tires of a different make and/or model than the OE ones, but with the same size (rear = 180/60 ZR17; front = 120/70 ZR17), it may be sufficient to select the suitable level setting from those available in order to restore optimal system operation.

If tires of a different size class are used or if the tire dimensions differ significantly from the original tires, it may be that the system operation is affected to the point where none of the 3 available level settings will give satisfactory results. In this case it is advisable to deactivate the traction control system.

Selecting level 3, the ABS will intervene to ensure a very stable braking, good lift-up control, the vehicle keeps a good alignment during the whole braking. Settings between level 3 and level 1 privilege more and more the braking power rather than stability and lift-up control; level 1 provides no lift-up control, the rear brake is not controlled by the ABS.

The choice of the correct level mainly depends on the following parameters:

- 1) The tire/asphalt grip (type of tire, amount of tire wear, the road/track surface, weather conditions, etc.).
- 2) The rider's experience and sensitivity: expert riders can tackle a lift-up in trying to reduce the stopping distance to a minimum, while less expert riders are recommended to use settings 2 and 3, that will help them keeping the vehicle more stable even in emergency braking.

Engine coolant temperature

The instrument panel receives information about the engine temperature (already calculated in °C) and displays the value in the set unit of measurement (°F or °C), followed by the unit of measurement, the engine temperature symbol and the rectangle with the information.

The temperature display range goes from 40 °C to +120 °C.

If reading is:

- $\leq$ (lower than or equal to) -40 °C, a string of flashing dashes " - - - " is displayed;
- included within the interval -39 °C and +39 °C "LO" is displayed steadily;
- included within the interval +40 °C and +120 °C the value is displayed steadily;
- $\geq$ (higher than or equal to) +121 °C, "HI" is displayed flashing.

If the coolant temperature sensor is in fault, a string of flashing dashes " - - - " is displayed, followed by the set unit of measurement; the EOBD light turns on as well together with the error ENG.

If the instrument panel is not receiving coolant temperature value, a string of steady dashes " - - - " is displayed, followed by the unit of measurement.

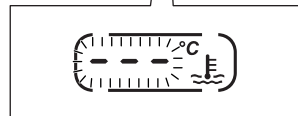
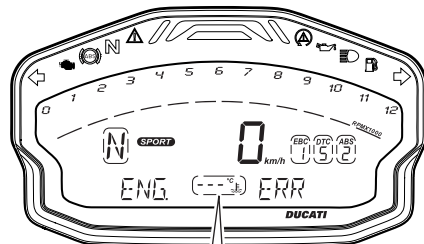
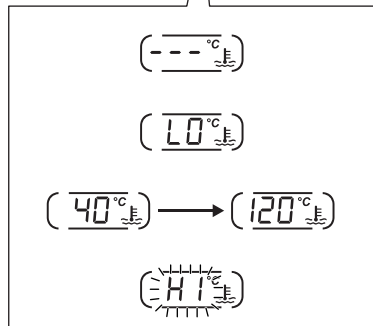
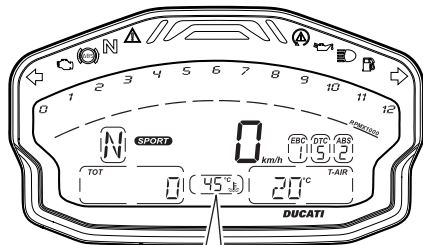


Fig 32

Menu 1 functions

MENU 1 functions are:

- Odometer (TOT);
- Trip meter 1 (TRIP A);
- Trip meter 2 (TRIP B);
- Partial fuel reserve counter (TRIP FUEL);
- Trip time (TRIP TIME);
- Clock;
- LAP time (only if active).

By pressing button (1) it is possible to view the functions of MENU 1.

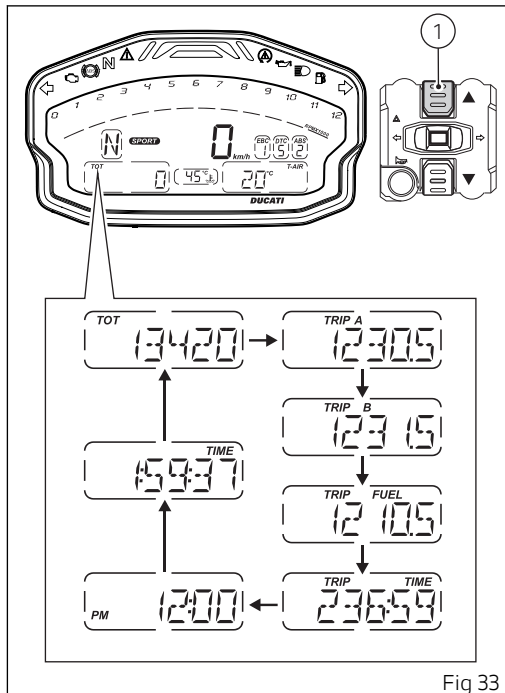


Fig 33

Odometer

The odometer counts and displays the total distance covered by the vehicle with the set unit of measurement (mi or km).

The odometer number (mi or km) is displayed with the "TOT" indication and unit of measurement. When the maximum value is reached (199999 mi or 199999 km) the instrument panel will permanently display said value.

The odometer value is saved permanently and cannot be reset under any circumstances. The reading is not lost in case of a power off (Battery Off).

Note

Upon Key-On, the instrument panel always shows the Odometer indication for 10 seconds, then shows the user's settings page.

Note

If a string of flashing dashes " ---- " is displayed within odometer function, please contact a Ducati Dealer or Authorized Service Center.

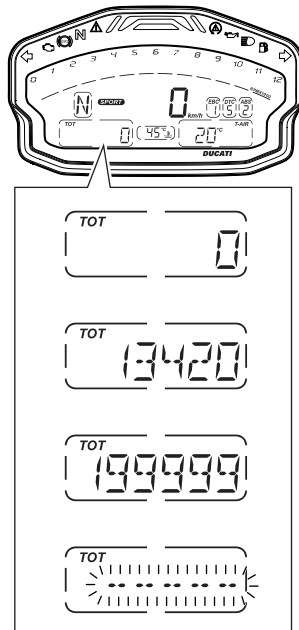


Fig 34

Trip meter 1

The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (mi or km) and is used as a basis to calculate average fuel consumption, average speed and trip time. The value (mi or km) is displayed with the TRIP A indication and unit of measurement.

When the reading exceeds the maximum value of 9999.9 mi or 9999.9 km, distance traveled is reset and the meter automatically starts counting from 0 again.

While the trip meter is displayed, press button (1) for 3 seconds to reset TRIP A. When TRIP A is reset, the average fuel consumption, average speed and trip time data are reset as well.

The TRIP A counter is automatically reset in case the system unit of measurement is changed manually: the counter will then start back from zero, considering the new units of measurement.

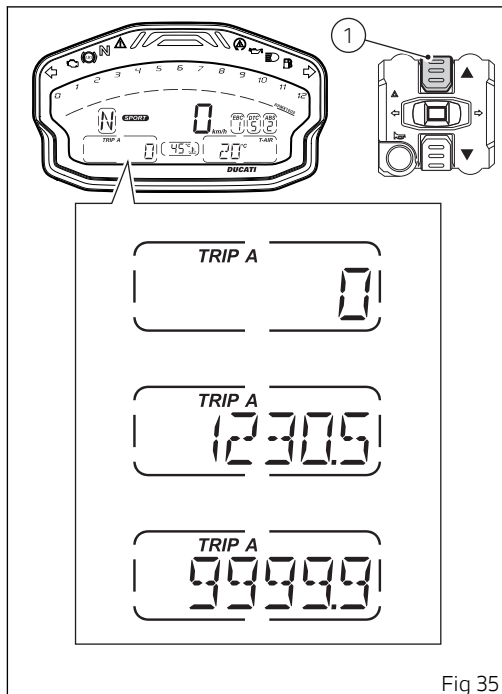


Fig 35

Trip meter 2

The trip meter counts and displays the partial distance covered by the vehicle with the set unit of measurement (mi or km).

The value (mi or km) is displayed with the TRIP B indication and unit of measurement.

When the reading exceeds the maximum value of 9999.9 mi or 9999.9 km, distance traveled is reset and the meter automatically starts counting from 0 again.

While the trip meter is displayed, press button (1) for 3 seconds to reset TRIP B.

The TRIP B counter is automatically reset in case the system unit of measurement is changed manually: the counter will then start back from zero, considering the new units of measurement.

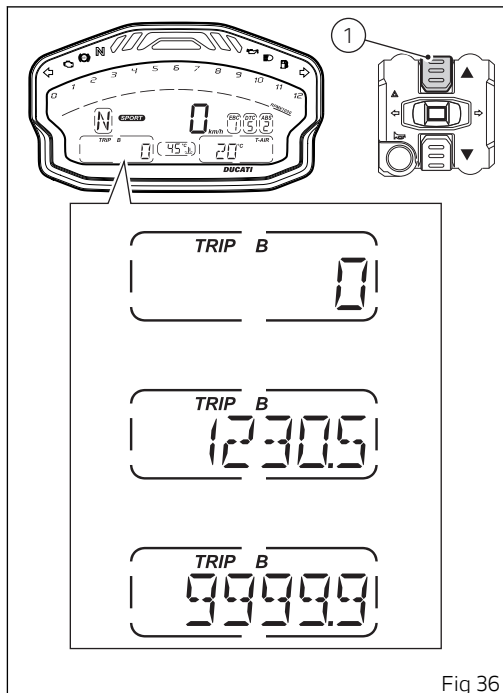


Fig 36

Partial fuel reserve counter

The fuel trip meter counts and displays the distance covered by the vehicle on reserve (since the low fuel light turns on) with the set unit of measurement (mi or km). When the Low fuel light (A) turns on, the display automatically shows the TRIP FUEL function, regardless of the currently displayed function; it is then possible to toggle through the other Menu functions. Trip fuel reading remains stored even after Key-Off until the vehicle is refueled. Count is interrupted automatically as soon as fuel is topped up to above minimum level. The number (mi or km) is displayed with the TRIP FUEL indication and unit of measurement. When the reading exceeds the maximum value of 9999.9 mi or 9999.9 km, distance traveled is reset and the meter automatically starts counting from 0 again. When the TRIP FUEL function is not active, the corresponding value will not be displayed in the Menu.

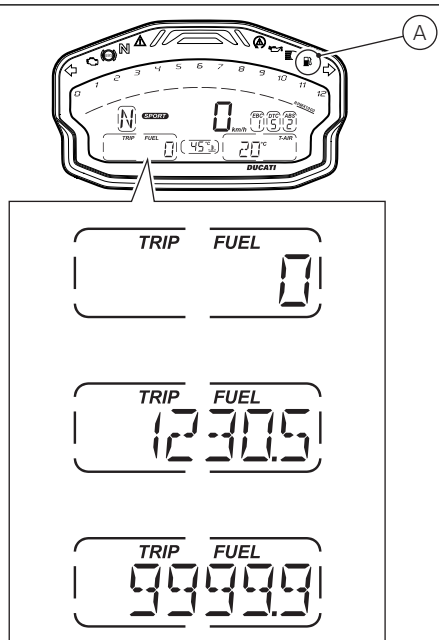


Fig 37

Trip time

The instrument panel calculates and displays the trip time as "hhh:mm" followed by TRIP TIME.

The calculation is made considering the time traveled since the last TRIP A reset. When TRIP A is reset, the value is set to zero.

The time count active phase occurs when the engine is running and the vehicle is stopped (the time is automatically stopped when the vehicle is not moving and the engine is off and restarts when the counting active phase starts again).

When the reading exceeds "720:00" (720 hours and 00 minutes), the meter is reset and automatically restarts counting.



Note

If you change the unit of measurement for an item connected to Speed (and distance) or Consumption, the trip time value will be automatically reset.

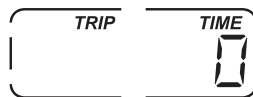
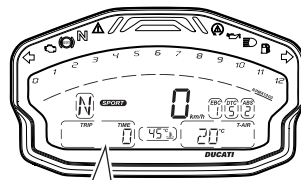


Fig 38

Clock

The instrument panel receives information about the time to be displayed.

The time indication is displayed in MENU 1.

The instrument panel shows the time in the following format:

- hh (hours) : mm (minutes)

with "AM" indication (for values ranging between 0:00 and 11:59), or with "PM" indication (for values ranging between 12:00 and 12:59 and between 1:00 and 11:59).

If the instrument panel does not receive current time information, it displays "- - : - - AM" steadily.

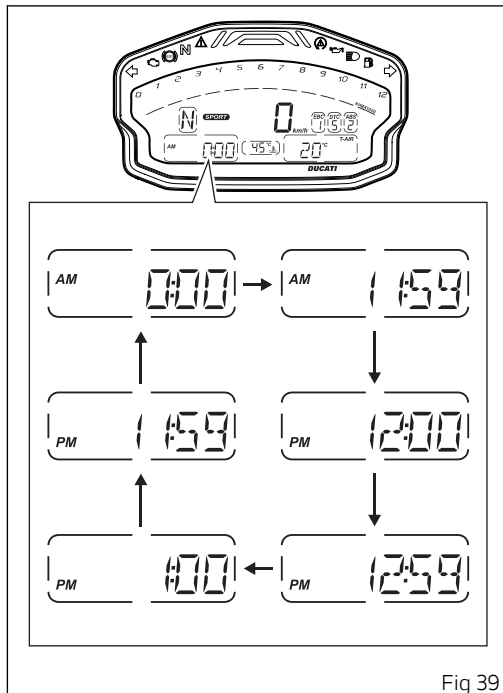


Fig 39

Lap time

LAP function information is available when the function is active. After the LAP function activation from the SETTING MENU, when going back to the Standard screen the LAP function is automatically displayed as first page of MENU 1 and the messages "TIME" and "LAP" are displayed respectively in MENU 1 and on the display. it is then possible to toggle through the other Menu 1 functions. When the LAP function is activated, the timer is displayed indicating "0'00'00".

when the FLASH button (3) is pressed for the first time, or upon an equivalent command (optional GPS) the instrument panel displays the lap timer with resolution of a tenth of a second ("0' 00'0"). Every time the FLASH button (3) is pressed again, or upon an equivalent command (optional GPS), the display temporarily shows the number and time of the just-ended lap, then it will show the timer and number of the new current lap.

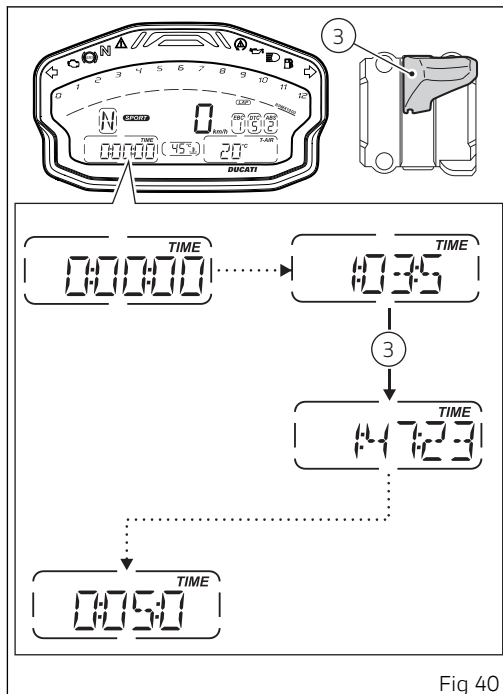


Fig 40

If the GPS is installed, the "Start/Stop" command of the lap is sent by GPS. To allow the GPS to automatically identify the "Start/Stop" at every lap, the user must save the finish line coordinates by pressing the FLASH (3) button upon first crossing of the finish line. Upon storage, the message GPS will flash quickly and then return steady.

Stored finish line coordinates are retained after Key-Off and remain valid if the stored GPS finish line is within a range of 15 km from the current position, whereas they are updated each time FLASH button (3) is pressed while the LAP function is active. If a new memorization is made in conditions of a stored finish line, the message GPS will flash quickly and then return steady.

If lap timer is active but vehicle is at standstill, lap timer is temporarily stopped after 5 seconds and it is displayed with the initial indication "0'00'00". the next time rider pushes the FLASH button (3) or any equivalent control (optional GPS), lap timer is reactivated.

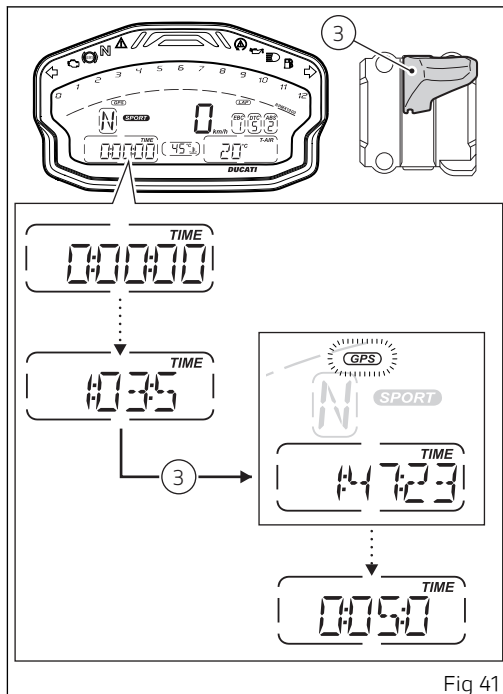


Fig 41



Note

When the LAP function is active, the FLASH button takes on the dual function of high beam "FLASH" and LAP timer start / stop (new lap start indication).



Note

The TRIP FUEL function always has top priority over the LAP function: in case of activation of the TRIP FUEL function with active LAP function, the LAP timer view is automatically removed and TRIP FUEL information is displayed instead.

LAP recording

If the LAP function is active, the lap time can be recorded for a total of 30 consecutive laps.
Operation:

- when the FLASH button (3) is pressed for the first time, or upon an equivalent command (optional GPS) the instrument panel displays the lap timer with resolution of a tenth of a second (0' 00"0);

- the next time the FLASH button (3) is pressed, or an equivalent command (optional GPS), the instrument panel displays for 5 seconds the number and time for the just-ended lap, with a resolution of a hundredth of a second;
- after these 5 seconds, the instrument panel goes back to lap timer page referred to the new current lap.
- if the vehicle is at a standstill for more than 5 seconds, lap timer operation is temporarily stopped and it displays the initial indication "0'00''00";
- the next time rider pushes the FLASH button (3) or any equivalent control (optional GPS), lap timer is reactivated.

If the time is never stopped, it will roll over upon reaching 9 minutes, 59 seconds and 99 hundredths; the lap timer starts counting from zero and will keep running until the lap is stopped or the recording function is disabled.

Laps are numbered from 01 to 30 and are in a loop: after the first 30 laps the instrument panel will overwrite information starting from Lap 01. If the LAP function is interrupted and then reactivated but memorized laps are not deleted, lap

information will be recorded by overwriting data of the oldest Lap. Example: if you rode 34 laps without deleting data, the instrument panel stores the first 30 laps and then overwrites the first 4 laps. Upon the following key-on or reactivation of the LAP function, if no data were deleted, the instrument panel will continue storing data from Lap 05.

During every lap, the following data are stored:

- no. 30 lap times (time between consecutive start and stop);
- no. 30 values for max. RPM (maximum RPM value reached in every lap);
- no. 30 values for max. speed (maximum speed value reached in every lap).

Menu 2 functions

MENU 2 functions are:

- External air temperature
- Instantaneous fuel consumption (CONS.)
- Average fuel consumption (CONS. AVG)
- Average speed (SPEED AVG)

By pressing button (2) it is possible to view the functions of MENU 2.

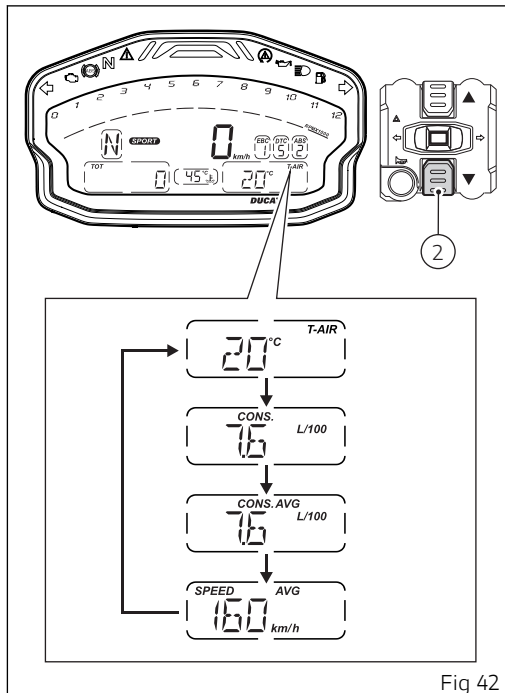


Fig 42

External air temperature

The instrument panel displays the ambient temperature in the set unit of measurement ($^{\circ}\text{C}$ or $^{\circ}\text{F}$), followed by the set unit of measurement and the message "T-AIR". The temperature value is displayed when ranging from -38°F to $+255^{\circ}\text{F}$ (or -39°C to $+124^{\circ}\text{C}$). For different temperature values (lower than -39°C or higher than $+124^{\circ}\text{C}$) a string of three steady dashes " - - - " is displayed followed by the unit of measurement.

If the air temperature sensor is in fault, the instrument panel will show three flashing dashes " - - - " as air temperature value, followed by the unit of measurement, the EOB light will turn on as well and the corresponding error (ENG) is displayed. If the instrument panel is not receiving air temperature value, a string of three steady dashes " - - - " is displayed followed by the unit of measurement.



Note

When the vehicle is stopped, the engine heat may influence the displayed temperature.

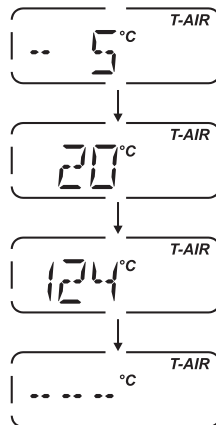
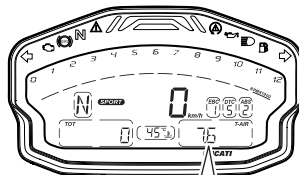


Fig 43

Instantaneous fuel consumption

The instrument panel calculates and displays the vehicle instantaneous fuel consumption, the set unit of measurement and CONS. text.

The calculation is made considering the quantity of fuel used and the distance traveled during the last second. Value is expressed in the set unit of measurement: liters / 100 km or mpg UK or mpg USA.

The active calculation phase only occurs when the engine is running and the vehicle is moving (times when the vehicle is not moving when speed is equal to 0 and/or when the engine is off are not considered). During the phase when no calculation is performed on the display, three steady dashes " - - - " are displayed as a value of instantaneous consumption.



Note

It is possible to change the units of measurement for "Consumption" (both average and instantaneous together) from L/100 to km/L through the Setting MENU using the SETTING UNITS function.

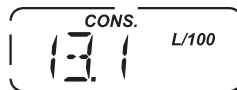
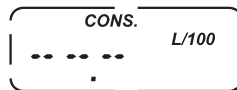
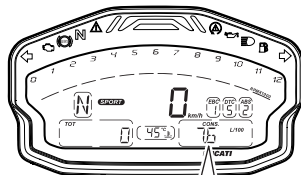


Fig 44

Average fuel consumption

The instrument panel calculates and displays the vehicle average fuel consumption, the set unit of measurement and CONS. AVG. The calculation is made considering the quantity of fuel used and distance traveled since the last TRIP A reset. When TRIP A is reset, the value is set to zero and the first available value is displayed 10 seconds after the reset. During the first 10 seconds when the value is not available on the display, three steady dashes " - - - " are displayed as a value of average consumption. Value is expressed in the set unit of measurement: (liters / 100 km or mpg UK or mpg USA). The active calculation phase occurs when the engine is running and the vehicle is stopped: moments when the vehicle is not moving and the engine is off are not considered.



Note

It is possible to change the units of measurement for "Consumption" (both average and instantaneous together) from L/100 to km/L through the Setting MENU using the SETTING UNITS function.

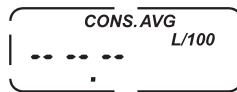
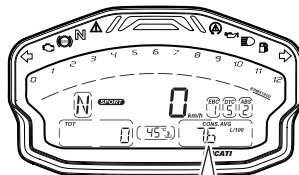


Fig 45

Average speed

The instrument panel calculates and displays the vehicle average speed, the set unit of measurement and SPEED AVG text. The calculation is made considering the time and distance traveled since the last TRIP A reset. When TRIP A is reset, the value is set to zero and the first available value is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes " - - - " steadily as average speed. The active calculation phase occurs when the engine is running and the vehicle is stopped (moments when the vehicle is not moving and the engine is off are not considered). The average speed value displayed is calculated by adding 5% in order to be consistent with vehicle speed indication.



Note

You may change the units of measurement of Speed (and distance traveled as well) from km/h (and km) to mph (and mi) through the Setting Menu using the UNITS SETTING function.

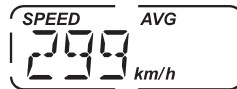
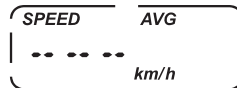
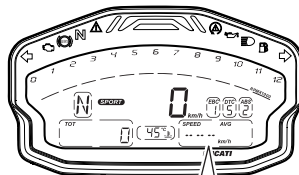


Fig 46

Auxiliary functions

DDA

The instrument panel indicates DDA status only if the vehicle fits the DDA.

If the DDA indication is displayed it means that the DDA is active and recording.

If the DDA indication is not displayed it means that the DDA is not active.

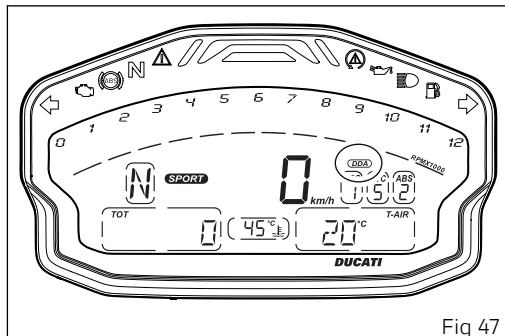


Fig 47

GPS (optional)

The instrument panel provides information only on the GPS receiver (optional). The instrument panel displays the status of the GPS receiver if it is installed on the motorcycle. If "GPS" is displayed steady on then the GPS receiver is in a correctly acquired position and in active satellite reception. If "GPS" is displayed flashing, then the GPS receiver is in a non-acquired position or satellite reception is not available or else the GPS receiver is outputting an error. If the "GPS" indication is disabled it means that the GPS is not present.

The GPS receiver can also be used as a finish line for the LAP function. In this case, the "new lap" command will be sent by the GPS receiver.

To allow the GPS to automatically identify the "Start/Stop" at every lap, the GPS will save the finish line coordinates. Memorization must be carried out the first time the finish line is crossed by pressing the FLASH (3) button.

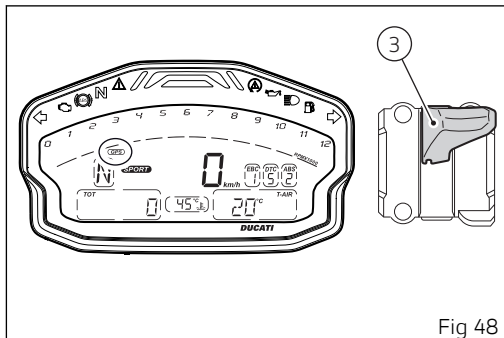


Fig 48

Service warning (SERVICE)

This indication shows the user that the bike is due for service and must be taken to a Ducati Authorized Service Center.

The service warning indication can be reset only by the Authorized Ducati Service Center during servicing.

- OIL SERVICE = 12000 km.
- DESMO SERVICE = 24000 km.

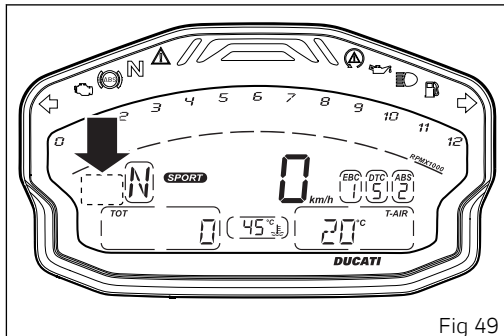


Fig 49

OIL SERVICE zero warning

The first maintenance indicator is the OIL SERVICE zero signal, coming on when the first 600 miles (1,000 km) are reached on the odometer.

The indication includes displaying for 5 seconds the flashing message "SERVICE", the Oil symbol and the message "OIL" upon each Key-ON; after 5 seconds, both the message "SERVICE" and the Oil symbol become steady until Key-OFF or until a Ducati authorized service center performs a reset.

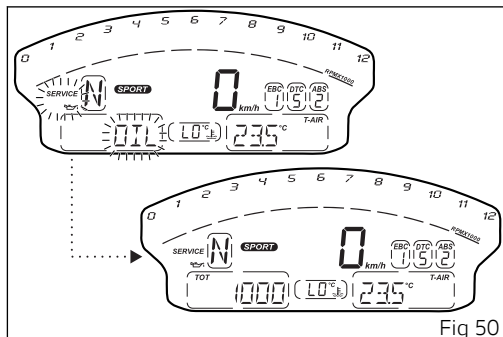


Fig 50

OIL SERVICE or DESMO SERVICE countdown indication

After OIL SERVICE zero reset (at 600 miles - 1000 km), the instrument panel activates the countdown of the miles (or kilometers) left before the following service operation: OIL SERVICE (A) or DESMO SERVICE (B).

The kilometer count indication is shown upon Key-On for 2 seconds whereas when there are 600 mi (1000 km) left before the next service operation, the indication turns on upon every Key-On for 5 seconds. In other words, upon Key-ON the message "SERVICE", the Oil and the Desmo symbol are displayed together with the indication of the kilometers left before the following service operation.

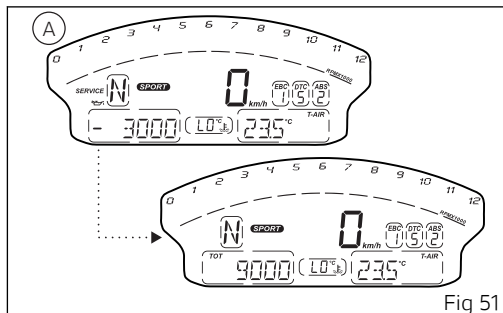


Fig 51

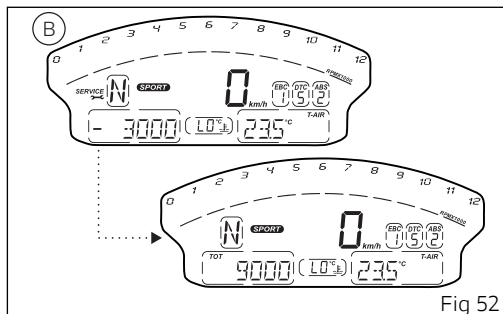
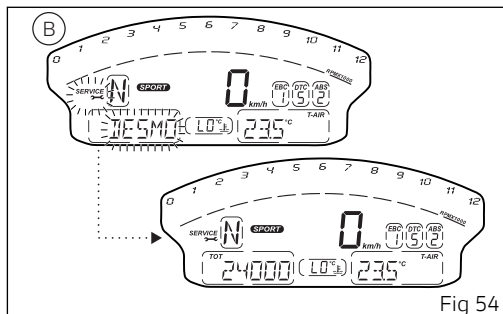
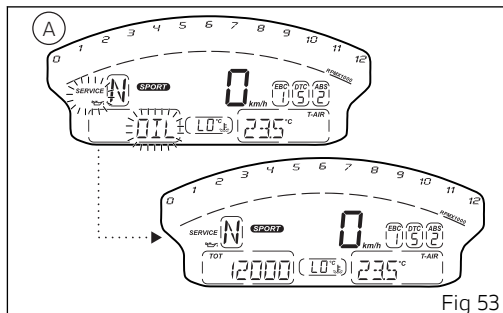


Fig 52

OIL SERVICE or DESMO SERVICE indication

When the service threshold is reached, the warning for the type of service required is triggered: OIL SERVICE (A) or DESMO SERVICE (B).

The indication is the display for 5 seconds of the flashing message "SERVICE", the Oil or Desmo symbol and the message "OIL" or "DESMO" upon each Key-ON; after 5 seconds both the message "SERVICE" and the Oil or Desmo symbol becomes steady until Key-OFF or until an Authorized Ducati Service Center performs a reset.



Error indication

The instrument panel manages error warnings in order to allow the rider to identify any abnormal vehicle behavior in real time.

Upon Key-On, in case of active errors, the instrument panel turns on the EOBD light (A) (in case of errors directly connected to the engine control unit) or the Generic Error light (B) (in case of any other errors) and activates the Error page of the SETTING MENU. During vehicle standard operation, when an error is triggered, the instrument panel turns on the EOBD light (A) (in case of errors directly connected to the engine control unit) or the Generic Error light (B) (in case of any other errors) and activates the Error page of the SETTING MENU.

To view the present errors, it is necessary to enter the Setting Menu, select "ERR." using buttons (1) and (2) (that, in case of active errors, is the first available page) and press button (4).

The instrument panel displays "ERR" steady ON and:

- the error type indication steady ON;
- the EXIT steady ON and its box flashing.

If several active errors are present, the corresponding indications will be displayed one after

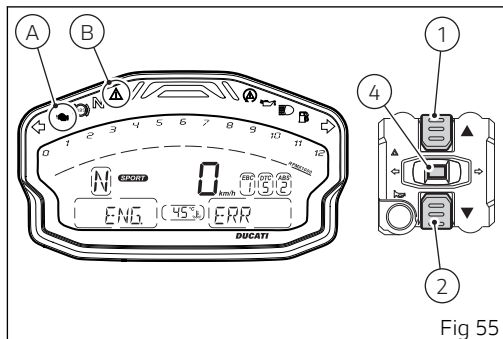


Fig 55

the other and every one will stay ON for 3 seconds. When an error is triggered, the EOBD light or the Generic Error warning light turn on as well.



Attention

When one or more errors are displayed, always contact a Ducati Dealer or Authorized Service Center.

Displayed errors description

Displayed error	Description
CAN LINE	CAN line BUS Off
UNK-D	Control unit not acknowledged by the system - wrong SW
ABS	ABS control unit faulty communication / operation
BBS	BBS control unit faulty communication / operation
	BBS control unit general malfunction
	Exhaust valve motor malfunction
DSB	DSB control unit faulty communication / operation
ELOCK	E-Lock control unit faulty communication / operation
	E-Lock control unit general malfunction
	(Immobilizer) key-antenna malfunction
ENG.	ECU control unit faulty communication / operation
	ECU control unit general malfunction
	Throttle position sensor malfunction
	Throttle grip position sensor malfunction
	Throttle motor or relay malfunction
	Pressure sensor malfunction
	Engine coolant temperature sensor malfunction

Displayed error	Description
	Intake duct air temperature sensor malfunction
	Injection relay malfunction
	Ignition coil malfunction
	Injector malfunction
	Engine rpm sensor malfunction
	Lambda sensor or Lambda sensor heater malfunction
	Vehicle starting relay malfunction
	Quick shift device switch malfunction
	Secondary air sensor malfunction
GEAR	Gear sensor malfunction
FUEL	Reserve NTC sensor malfunction
SPEED	Front and/or rear speed sensor malfunction
BATT.	Battery voltage too high or too low
STOP	Stop light not working
FAN	Electric cooling fan malfunction
STAND	Side stand sensor malfunction

**Note**

The message "FAN" can be displayed also in case of BBS control unit malfunction and its faulty communication with fans. Pay attention to engine temperature indication.

Error icons table

ERROR MESSAGE	ERROR
BBS	Black-Box
ABS	ABS control unit
DSB	Instrument panel control unit
ELOCK	E-LOCK control unit
ENG.	ECU
CAN	Can Bus OFF
UNK-D	Software compatibility
FAN	Cooling fan
BATT.	Battery voltage
STOP	Rear stop light
STAND	Side stand sensor
GEAR	Gear sensor
SPEED	Speed sensor
FUEL	Low fuel sensor



Note

The message "FAN" can be displayed also in case of BBS control unit malfunction and its faulty communication with fans. Pay attention to engine temperature indication.

Setting menu

This menu allows enabling, disabling and setting some vehicle functions.

To enter the Setting MENU hold button (3) for 2 seconds, with Key-On and vehicle actual speed $\leq$ (lower than or equal to) 12 mph (20 km/h): once inside this menu, you may no longer view any other function.

The Setting MENU displays the following functions:

- Riding mode (R.M.)
- Battery (BAT.)
- Back light (B.L.)
- LAP (LAP)
- DDA (DDA)
- Clock (CLK)
- PIN code (PIN)
- RPM (RPM)
- Units setting (UNT)
- Errors (ERR.) (only if active errors are present)



Important

For safety reasons, you are recommended to use this Menu with the bike at a standstill.

Press buttons (1) and (2) to highlight the customizable parameters one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item.

After highlighting the required parameter, press button (4) to open the corresponding MENU page. If function is not available or temporarily disabled, the MENU page can not be opened.

To exit the Setting MENU, highlight "EXIT" and press CONFIRM MENU button 4.



Note

The messages "SETTING MENU" and "EXIT" remain always active in the SETTING MENU and its sub-menus.



Note

When the SETTING MENU is active it is not possible to scroll the other functions of MENUS 1 and 2.



Important

Each menu page usually indicates the selected functions by showing the relevant flashing value, message and the box with the relevant information.

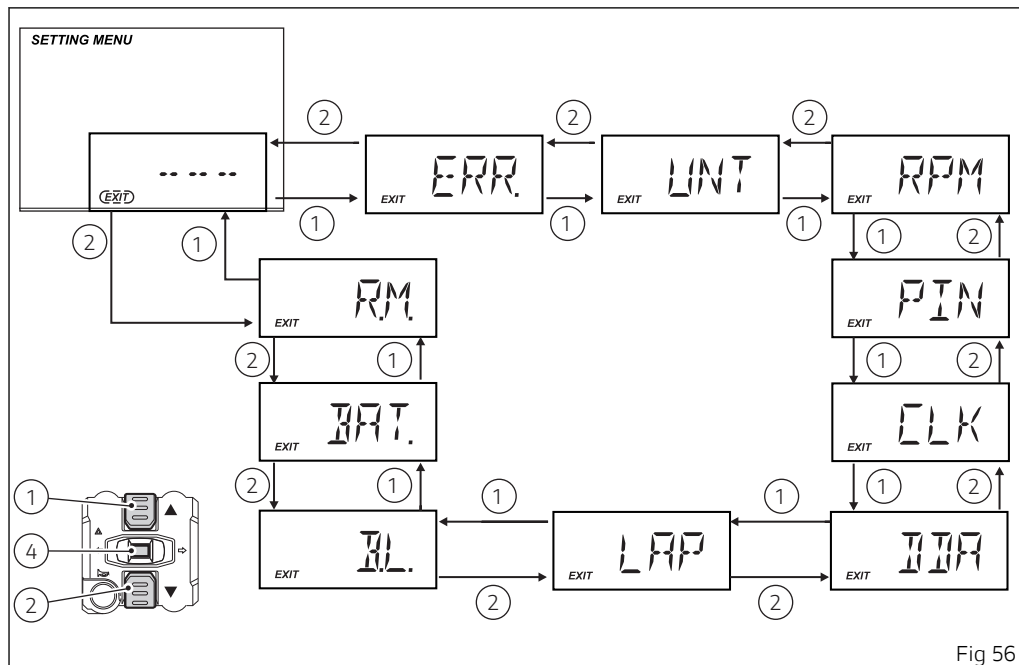


Fig 56

Customizing the Riding Mode (RIDING MODE)

All settings of every riding mode can be customized. Enter the Setting MENU.

Select the R.M. (Riding mode) option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

You open the R.M. MENU (Riding mode).

When accessing this function, the three riding modes (RACE, SPORT or WET) will be displayed. Press buttons (1) and (2) to highlight (flashing arrow beside) the riding mode to be customized. Press CONFIRM MENU button (4) to enter the menu for customizing the selected Riding Mode.

While if you highlight "EXIT" and press button (4) you quit the sub-menu and go back to previous page.

The parameters that can be customized for every riding mode are the following:

- ENGINE
- EBC
- DTC
- ABS
- DQS

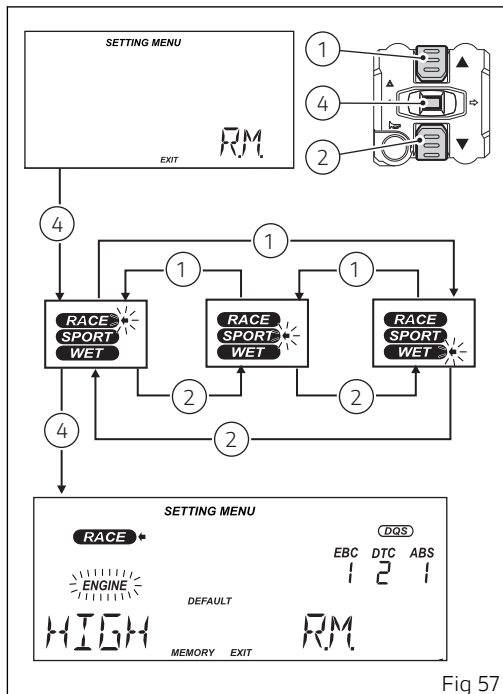


Fig 57

- DEFAULT (to reset the parameters set by Ducati for each riding mode)

When entering the customization menu of the selected riding mode the ENGINE parameter is automatically highlighted (the relevant parameter flashes) and it is possible to scroll the menu items by pressing buttons (1) and (2) to select all available information (the selected parameter flashes) in the following sequence:

- ENGINE
- EBC
- DTC
- ABS
- DQS
- MEMORY
- EXIT
- DEFAULT

If you highlight "EXIT" and press button (4) you exit the sub-menu and go back to previous page.



Attention

Changes should only be made to the parameters by people who are experts in motorcycle setup; If the parameters are changed accidentally, use the "DEFAULT" function to reset the parameters.

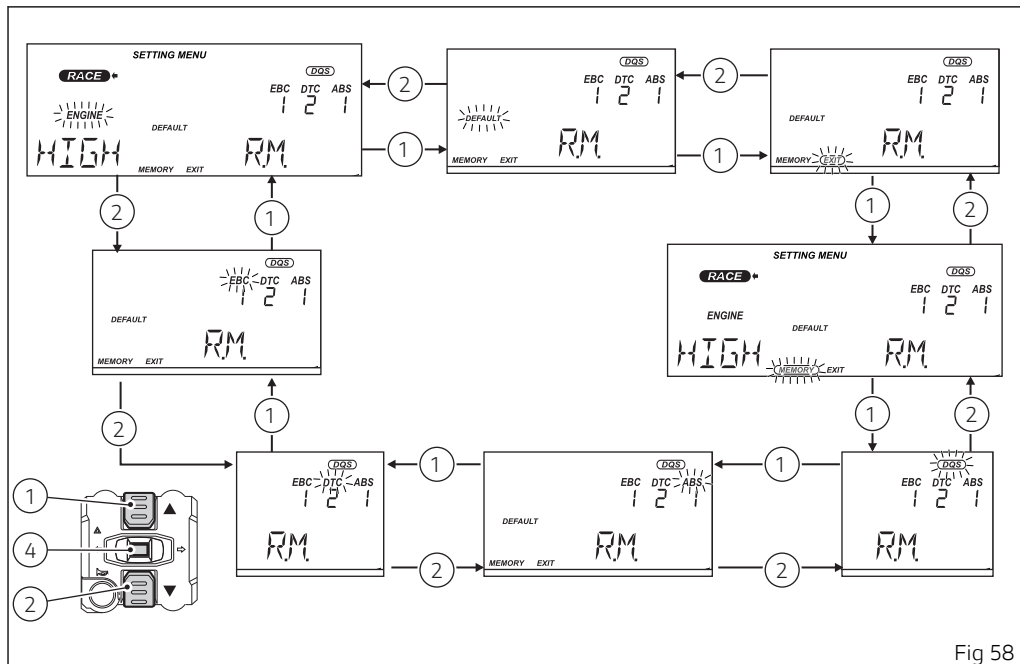


Fig 58

Customizing the Riding Mode: storing settings of a Riding Mode

It is possible to save the parameters set for each riding mode.

To save the parameter settings of a Riding Mode it is necessary to gain access to the SETTING MENU, use buttons (1) and (2) to select the message R.M. (Riding Mode) and press button (4). Use buttons (1) and (2) to select the riding mode you wish to edit, then press button (4). Then use buttons (1) and (2) to select the "MEMORY" indication (flashing parameter) and keep button (4) pressed for 2 seconds.

Any parameter change made is saved and remains in the memory also after a Battery-Off. If you highlight "EXIT" and press button (4) you exit the sub-menu and go back to previous page.



Attention

Changes should only be made to the parameters by people who are experts in motorcycle setup; If the parameters are changed accidentally, use the "DEFAULT" function to reset the parameters.

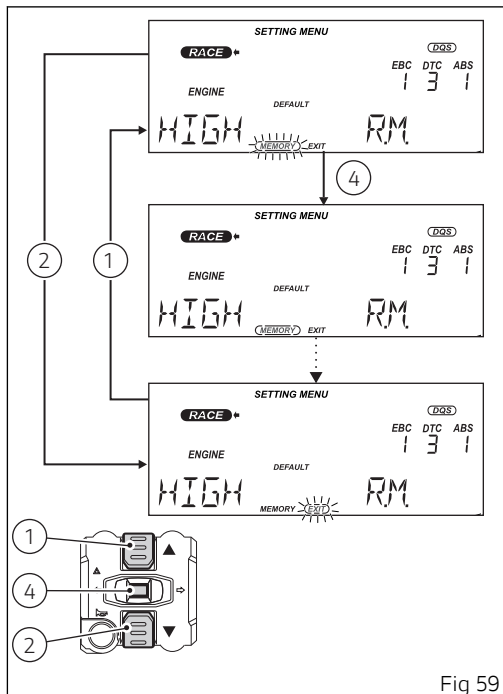


Fig 59

Customizing the Riding Mode: setting the EBC level

This function disables or sets the rear wheel anti-locking system (EBC) level for every single riding mode.

Enter the Setting MENU.

Select R.M. option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

You open the R.M. Menu (Riding mode).

Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).

After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4).

You open the selected riding mode customization Menu. Select the parameter to be customized (EBC), by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4).

When entering the function, the currently set EBC level or status starts flashing.

Use buttons (1) and (2) to select the new desired intervention level (1, 2 or 3) or the symbol " - " (that identifies the "OFF" status) and press button (4) to

confirm. The value will become automatically steady and the message EXIT will be highlighted.

To exit the menu and go back to previous page, select EXIT and press button (4). The instrument panel will go back to the previous level and will automatically highlight the message MEMORY.



Note

To save the new EBC parameter setting follow the procedure "Storing Riding Mode settings" described in paragraph "Storing Riding Mode settings". If the user quits the Riding Mode customization menu without performing the storing procedure, the just-selected settings will be lost.

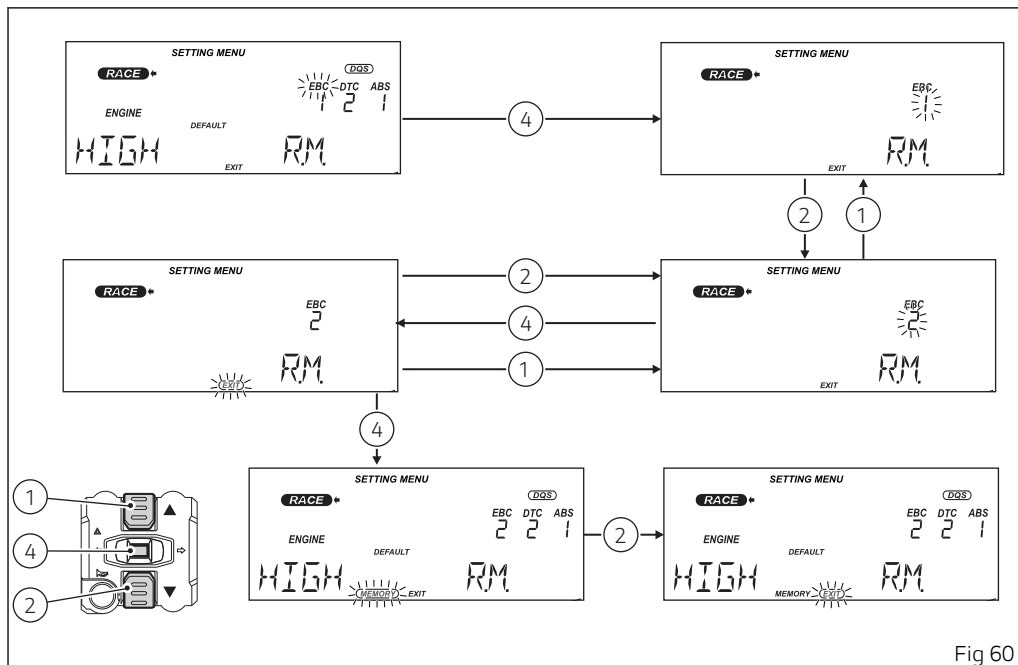


Fig 60

Customizing the Riding Mode: setting the DTC level

This function disables or sets DTC level for the selected riding mode.

Enter the Setting MENU. Select the R.M. (Riding mode) option by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

You open the R.M. Menu (Riding mode). Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).

After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4).

You open the selected riding mode customization Menu.

Select the parameter to be customized (DTC) by pressing button (1) or (2).

Once desired parameter is highlighted, press CONFIRM MENU button (4).

When entering the function, the currently set DTC level or status starts flashing. Use buttons (1) and (2) to select the new desired intervention level (from 1 to 8) or the symbol " - " (that identifies the "off" status) and press button (4) to confirm. The value will

become automatically steady and the message "EXIT" will be highlighted.

To exit the menu and go back to previous page, select EXIT and press button (4). The instrument panel will go back to the previous level and will automatically highlight the message "MEMORY".



Note

To save the new DTC parameter setting follow the procedure "Storing Riding Mode settings" described in paragraph "Storing Riding Mode settings". If the user quits the Riding Mode customization menu without performing the storing procedure, the just-selected settings will be lost.

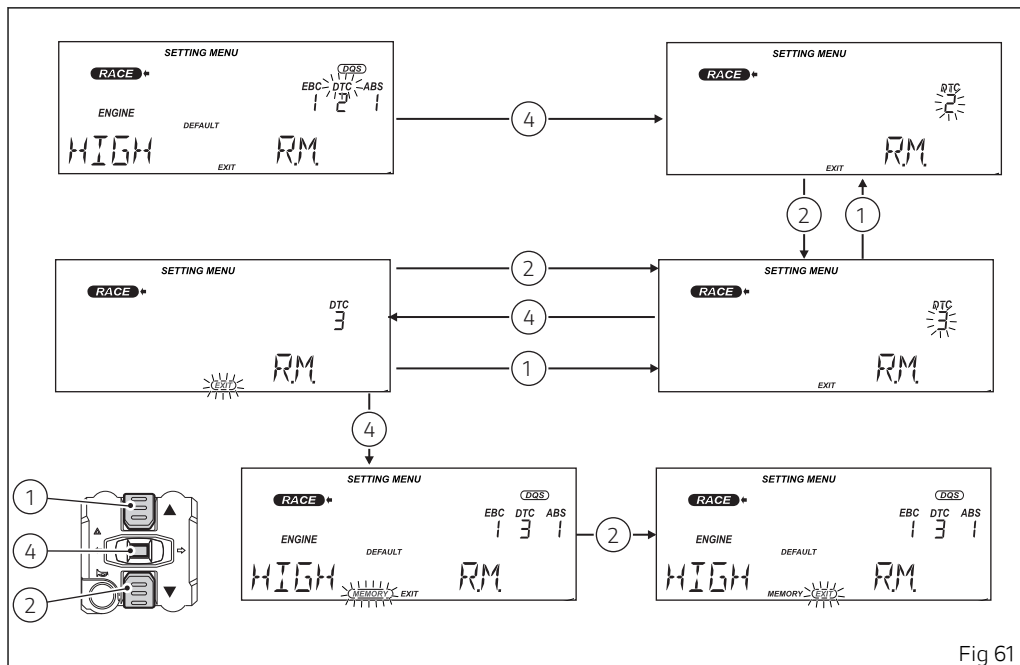


Fig 61

Customizing the Riding Mode: DSQ enabling/disabling

This function disables or enables the DQS for the selected riding mode.

Enter the Setting MENU. Select the R.M. (Riding mode) option by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

You open the R.M. Menu (Riding mode). Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).

After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4).

You open the selected riding mode customization Menu. Select the parameter to be customized (DQS) by pressing button (1) or (2).

Once desired parameter is highlighted, press CONFIRM MENU button (4).

When entering the function, the currently set DQS status starts flashing.

The DQS can be ON or OFF.

Use buttons (1) and (2) to select the new desired status and press button (4) to confirm. The value will

become automatically steady and the message "EXIT" will be highlighted.

To exit the menu and go back to previous page, select EXIT and press button (4). The instrument panel will go back to the previous level and will automatically highlight the message "MEMORY".



Note

To save the new DQS parameter setting follow the procedure "Storing Riding Mode settings" described in paragraph "Storing Riding Mode settings". If the user quits the Riding Mode customization menu without performing the storing procedure, the just-selected settings will be lost.

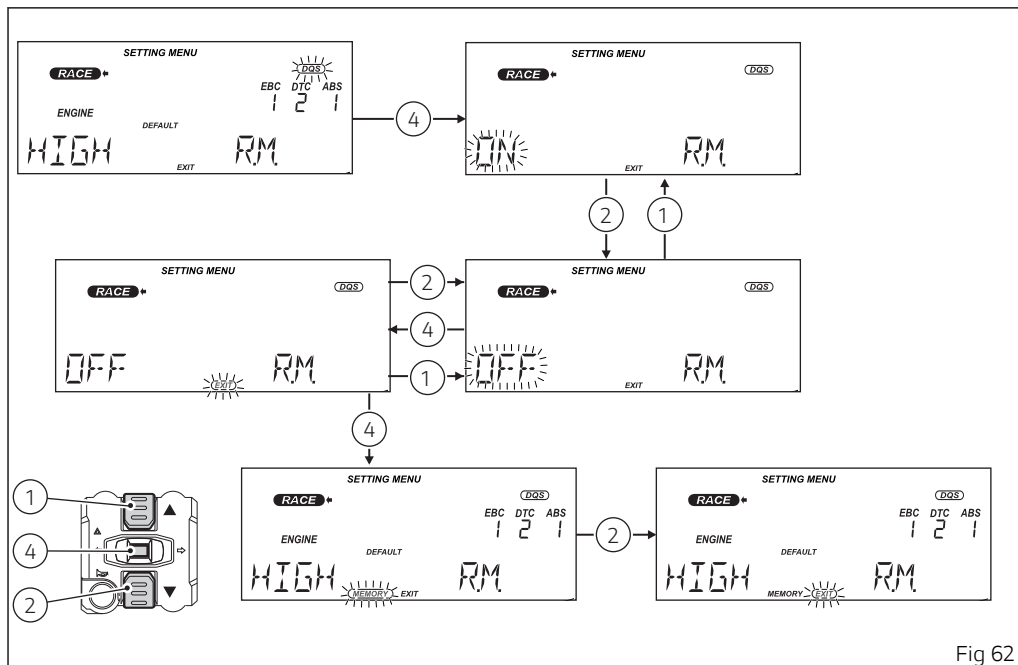


Fig 62

Customizing the Riding Mode: ABS adjustment

This function disables or sets ABS level for the selected riding mode. Enter the Setting MENU. Select the R.M. (Riding mode) option by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

You open the R.M. Menu (Riding mode). Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2).

After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4). You open the selected riding mode customization Menu. Select the parameter to be customized (ABS), by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4). When entering the function, the currently set ABS level or status starts flashing. Use buttons (1) and (2) to select the new desired intervention level (from 1 to 3) or the symbol " - " (that identifies the "off" status) and press button (4) to confirm. The value will become automatically steady and the message "EXIT" will be highlighted.

To exit the menu and go back to previous page, select EXIT and press button (4). The instrument panel will go back to the previous level and will automatically highlight the message "MEMORY".



Note

To save the new ABS parameter setting follow the procedure "Storing Riding Mode settings" described in paragraph "Storing Riding Mode settings". If the user quits the Riding Mode customization menu without performing the storing procedure, the just-selected settings will be lost.



Note

When you enable or disable the ABS through this function, i.e. toggling from disabled to enabled system or vice-versa, the procedure for activating or deactivating the ABS is carried out: the change of status of the ABS control unit is not instantaneous, it takes at least 6 seconds.

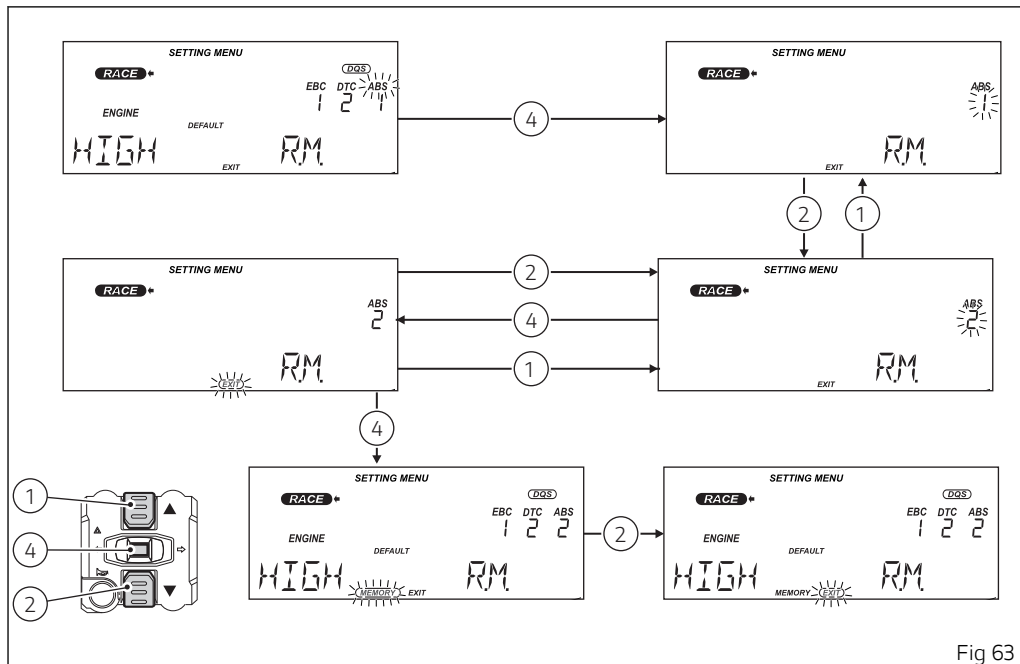


Fig 63

Customizing the Riding Mode: engine adjustment

This function customizes engine power associated with each riding mode.

Enter the Setting MENU. Select the R.M. (Riding Mode) option by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4). You open the R.M. Menu (Riding mode).

Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2). After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4).

You open the selected riding mode customization Menu.

Select the parameter to be customized (ENGINE) by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4).

When entering the function, the currently set engine power (HIGH, MED or LOW) starts flashing. Use buttons (1) and (2) to select the new desired engine power and press button (4) to confirm. The value will become automatically steady and the message "EXIT" will be highlighted.

To exit the menu and go back to previous page, select EXIT and press button (4). The instrument panel will go back to the previous level and will automatically highlight the message "MEMORY".



Note

To save the new ENGINE parameter setting follow the procedure "Storing Riding Mode settings" described in paragraph "Storing Riding Mode settings". If the user quits the Riding Mode customization menu without performing the storing procedure, the just-selected settings will be lost.

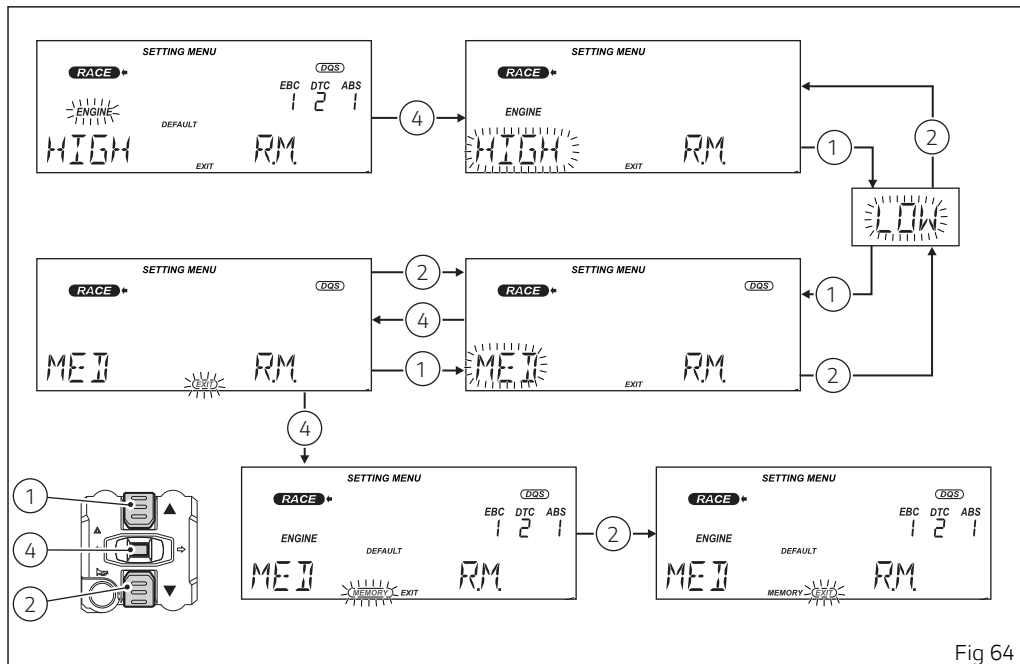


Fig 64

Customizing the Riding Mode: restoring default settings

This function allows restoring the default values set by Ducati for the parameters relating to each riding mode. Enter the Setting MENU.

Select the R.M. (Riding mode) option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the R.M. Menu (Riding mode). Select the desired riding mode (RACE, SPORT or WET), by pressing button (1) or (2). After selecting the desired riding mode (arrow beside the flashing riding mode), press the MENU CONFIRMATION button (4).

You open the selected riding mode customization Menu. Select the parameter to be customized (DEFAULT) by pressing button (1) or (2). Once desired parameter is highlighted, press CONFIRM MENU button (4) for 2 seconds.

The parameter restoration takes 2 seconds and the display shows the message "DEFAULT" and its box steady ON. Then "EXIT" is automatically highlighted. To exit the menu and go back to Setting MENU main page, select "EXIT" and press button (4).

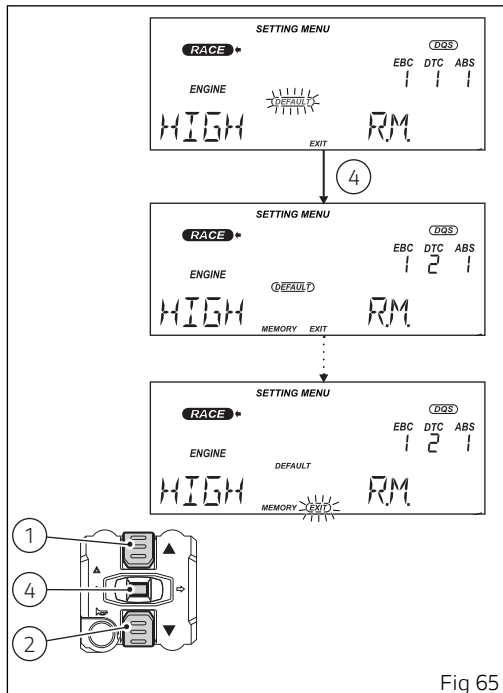


Fig 65

Engine rpm digital indication (RPM)

This function displays the number of RPM in digital format (recommended for improved accuracy when setting idle rpm).

Enter the Setting MENU. Select RPM option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

The display shows the numerical value of the RPM with a precision of 50 rpm and fills the engine rpm bargraph accordingly.

If the instrument panel is not receiving RPM value, a string of five steady dashes "-----" and the flashing engine rpm bargraph are displayed to indicate an undefined reading.

To exit the menu and go back to Setting MENU main page, select "EXIT" and press button (4).

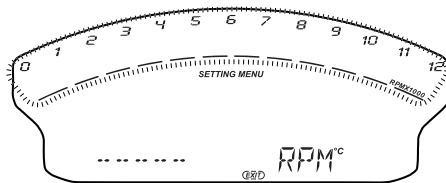
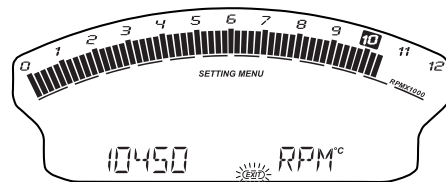


Fig 66

Battery voltage

This function allows you to check the vehicle battery voltage. Enter the Setting MENU. Select the BAT. (Battery) option by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). You open the BAT menu. (Battery). The information will be displayed as follows:

- if battery voltage is below 11.0 V, a flashing "LOW" warning is displayed;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed flashing;
- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed steady;
- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed flashing;
- if battery voltage is higher than 16.0 V, a flashing "HIGH" warning is displayed.

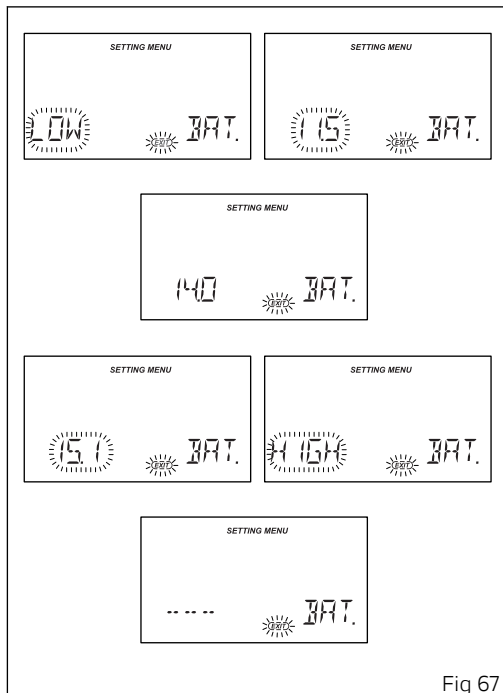


Fig 67

If the battery voltage error is present, the instrument panel will show three flashing dashes " - - - " as voltage value, the Generic Error light turns on and the corresponding "Batt." error is displayed in the Error Menu.

If the instrument panel is not receiving battery voltage value, a string of three steady dashes " - - - " is displayed.

To exit the menu and go back to Setting MENU main page, select "EXIT" and press button (4).

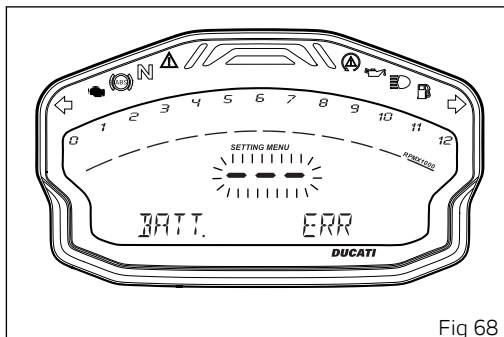


Fig 68

DDA

This function allows you to enable and disable the DDA, view the percentage of memory used and to delete data stored in the DDA memory.

The page for the DDA is only available when the device is fitted to the bike.

DDA enable/disable

To enable / disable the DDA device enter the SETTING MENU. Select DDA option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

You open the DDA menu.

When entering this function the display shows the currently set DDA status: status ON indicates that the DDA is active, otherwise status will be OFF.

Use buttons (1) and (2) to select the new desired status (the selected status will flash) and press button (4) to confirm.

The set status value will be updated and the message will return steady.

To exit the menu and go back to previous page, select "EXIT" and press button (4).



Note

The DDA is automatically disabled by the instrument panel upon every key-off.

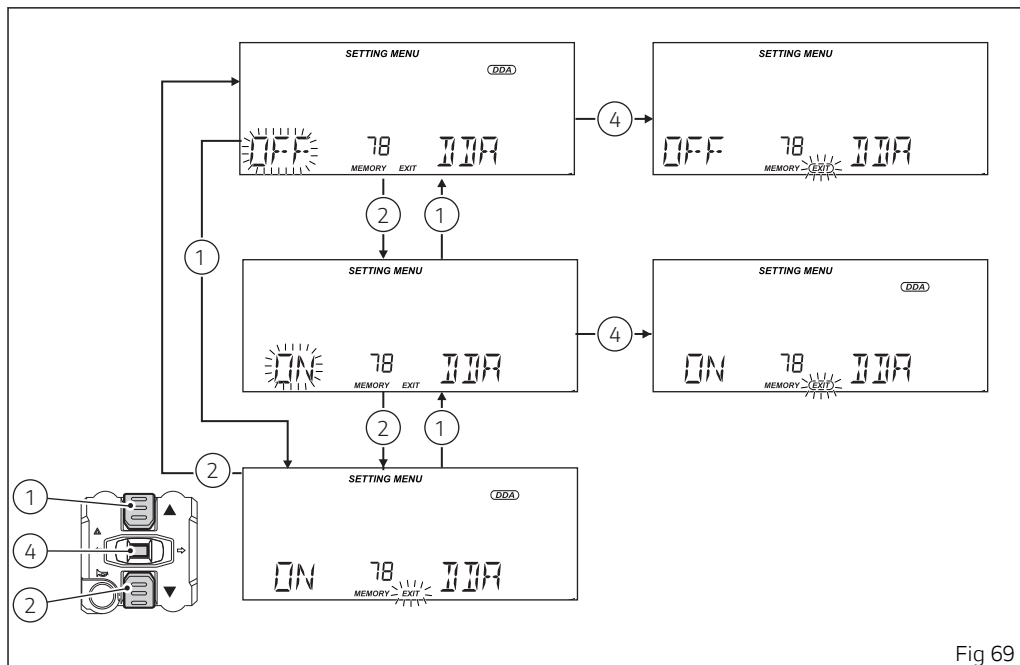


Fig 69

Viewing/deleting the DDA memory

This function allows displaying the DDA memory status and erasing the stored data.

To enter this function gain access to the SETTING MENU, and keys (1) and (2) to select the DDA indication, then press button (4).

When entering this function the DDA memory status is displayed in percentage followed by the steady ON message "MEMORY" and the memory status value (in percentage):

- 0 means that the DDA memory is empty;
- XX means that the DDA memory is used for the indicated XX value;
- 100 means that the DDA memory is full.

With DDA OFF, you can delete the memory. Select the flashing option ERASE by pressing button (1) or (2).

Press CONFIRM MENU (4) for at least 2 seconds to confirm.

After 2 seconds, the instrument panel will display the flashing dashes "- - - -" for as long as the deletion is completed (from 1 to 128 seconds according to the quantity of data to be deleted).

If deletion is successful, the instrument panel will read OK for 2 seconds and refresh the memory status displayed. If deletion is not successful, the instrument panel will still show memory used status. To exit the menu and go back to previous page, select "EXIT" and press button (4).



Attention

If the DDA is set to "ON" the deletion is inhibited and you can not even select the ERASE option.

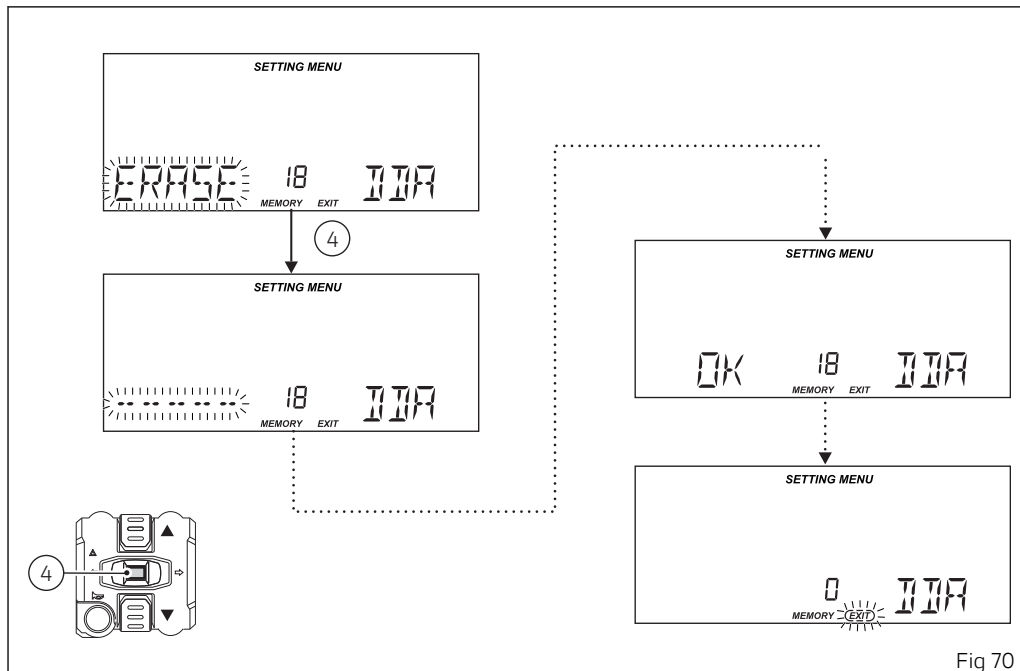


Fig 70

PIN CODE

This function makes it possible to temporarily turn on the motorcycle if the E-Lock system is not working.

The PIN CODE is initially not present in the vehicle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the vehicle cannot be started temporarily in the case of a malfunction. To activate this function, refer to "Entering the PIN CODE" procedure.

To change the PIN refer to "Changing the PIN CODE" procedure.

In order to temporarily start the vehicle in case of malfunction of the E-Lock system, please refer to the "Vehicle Release" procedure.



Attention

The motorcycle owner must activate (store) the PIN code; if there is already a stored PIN, contact an Authorized Ducati Dealer to have the function "reset". To perform this procedure, the Authorized Ducati Dealer may ask you to demonstrate that you are the owner of the motorcycle.

Entering the PIN CODE

To activate the PIN CODE function and enter your own PIN CODE you must open the Setting MENU. Select PIN option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

When accessing the function, the display will show "N:" (new) followed by four flashing dashes "- - - -".

Entering the code:

- 1) Press button (4), one digit starts flashing indicating "0";
- 2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the four digits of the PIN CODE.

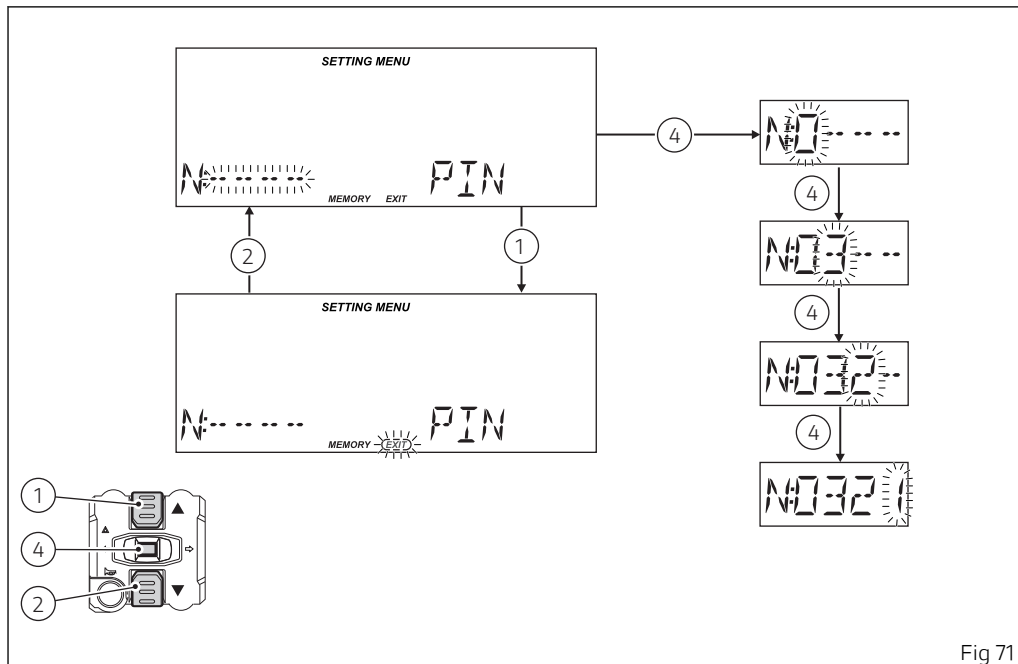


Fig 71

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights the "MEMORY" item and the relevant box will start flashing.

To save the new setting, hold button (4) for 2 seconds while the "MEMORY" item is highlighted. If settings have been saved, the message "MEMORY" and the relevant box will be shown steady ON for 2 seconds, and then the message "EXIT" will be highlighted.

Once the first PIN CODE is stored, this menu page is no longer available and is replaced by the page for changing the PIN CODE. The page for entering the very first PIN CODE is active and available again only in case the PIN CODE function is reset (but this is only possible at a DUCATI Authorized Service Center).

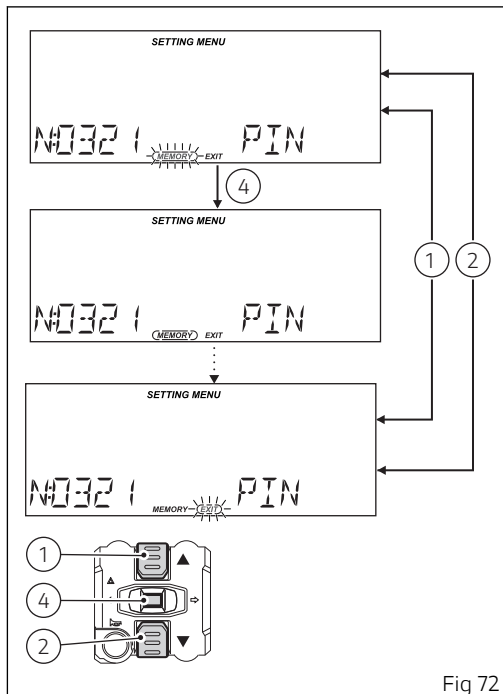


Fig 72

Changing the PIN CODE

To change the existing PIN CODE and activate a new one, you must open the Setting MENU.

Select PIN option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4). When accessing the function, the display will show "O": (old) followed by four flashing dashes " - - - - ".

Entering the "old" code:

- 1) Press button (4), one digit starts flashing indicating "0";
- 2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the four digits of the PIN CODE.

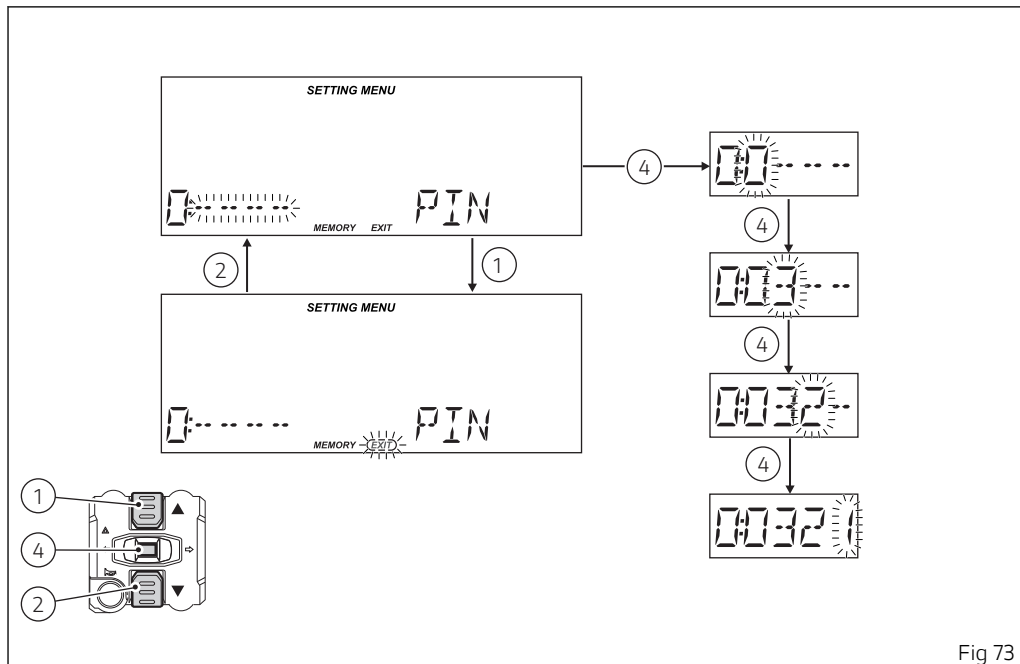


Fig 73

When you press button (4) to confirm the fourth and last digit:

- if the PIN CODE is correct, the instrument panel shows "OK" for 2 seconds, followed by " N":
" (new) followed by four flashing dashes "- - - -" referred to the PIN new.
- if the PIN is not correct, the instrument panel displays KO for 2 seconds and then highlights the string of four dashes "- - - -" for the Old PIN to allow you to try again;
- if there is a problem during the PIN check, the instrument panel displays ERR. for 2 seconds and then highlights the "EXIT" item;

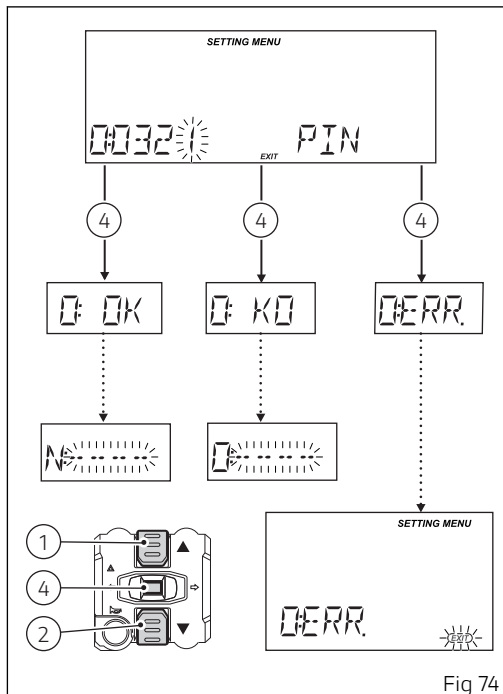


Fig 74

Entering the "new" code:

- 1) Press button (4), one digit starts flashing indicating "0";
- 2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the four digits of the PIN CODE.

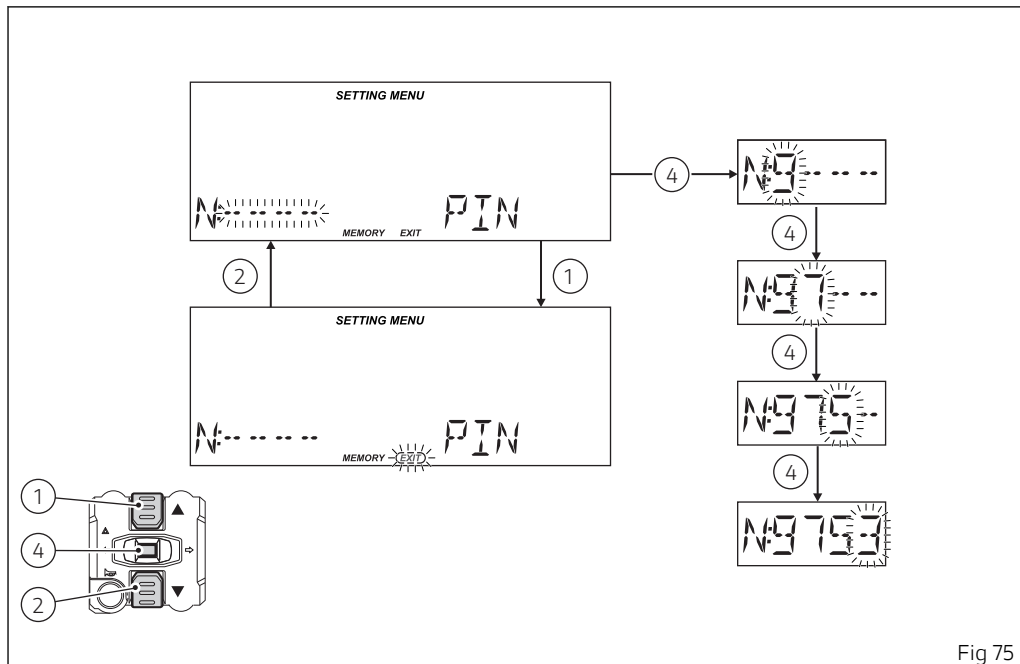


Fig 75

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights the "MEMORY" item and the relevant box will start flashing.

To save the new setting, hold button (4) for 2 seconds while the "MEMORY" item is highlighted.

If settings have been saved, the message "MEMORY" and the relevant box will be shown steady ON for 2 seconds, and then the message "EXIT" will be highlighted.

If settings have not been saved, the instrument panel highlights again the string of four dashes "- - -" of the NEW PIN to allow the rider to try again and enter a new code.

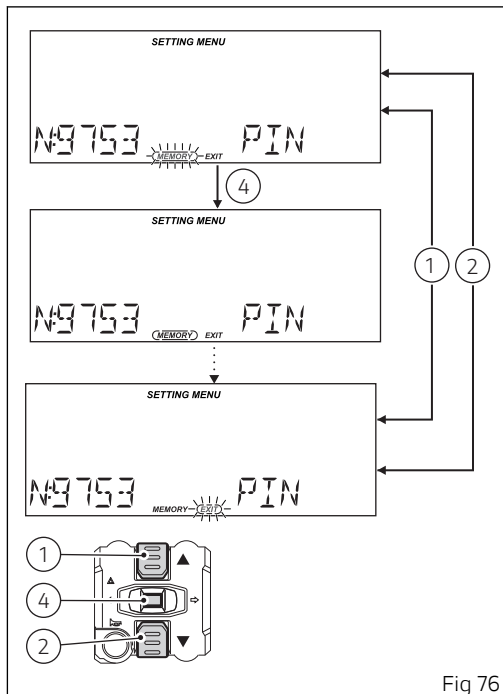


Fig 76

Clock setting

This function allows user to set or adjust the time. To set the clock gain access to the SETTING MENU, and keys (1) and (2) to select the CLK indication, then press button (4) to confirm. When entering this function, the current time is displayed (e.g.: AM 10 : 30) and the message "AM" or "PM" flashes. Use buttons (1) and (2) to set in the flashing mode the messages "AM" or "PM", the digits relating to the hours, the digits relating to the minutes and the message "EXIT".

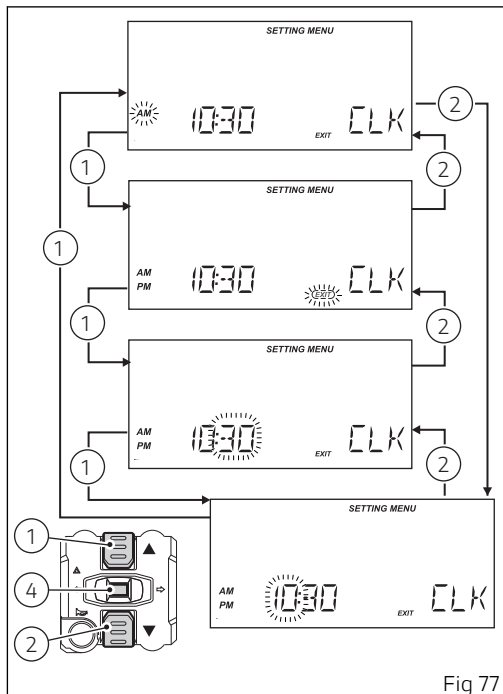


Fig 77

Setting the hours

Use buttons (1) and (2) to select the digits corresponding to the hours (the selected status will flash) and press button (4) to confirm. The "hour" value starts flashing more quickly. Use buttons (1) and (2) to decrease by 1 ("0", "11", "1", "0" for AM and "12", "11", "1", "12" for PM) and increase by 1 the hour value ("11", "0", "1" "11" for AM and "12", "1", "12" for PM). Once you reach the value to be set, press button (4) to confirm and the set "hour" will stop flashing.

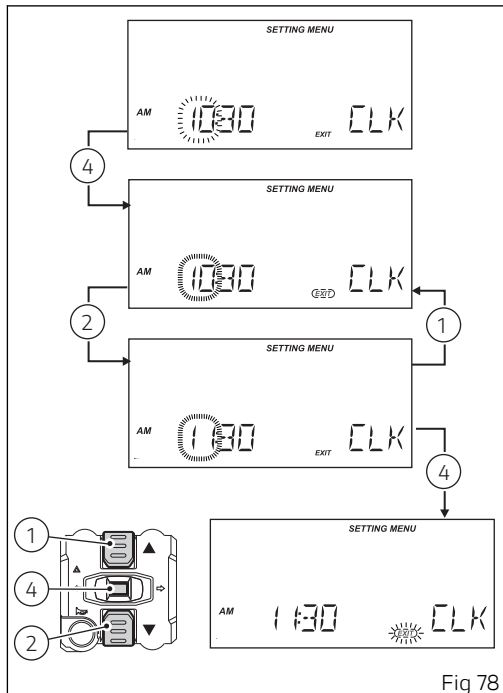
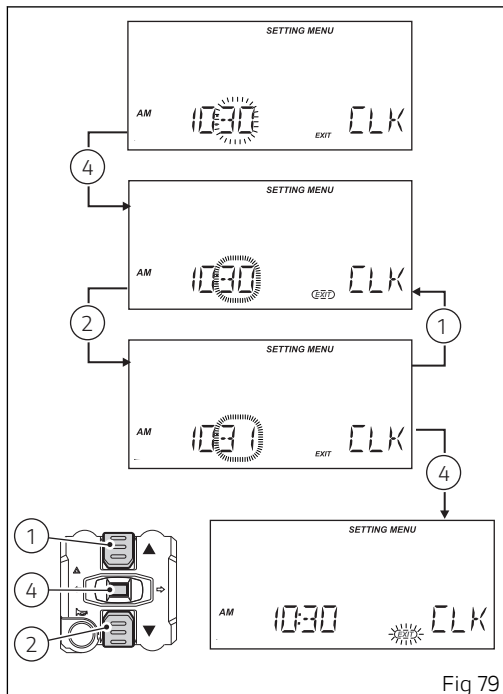


Fig 78

Setting the minutes

Use buttons (1) and (2) to select the digits corresponding to the minutes (the selected status will flash) and press button (4) to confirm. The "minute" value starts flashing more quickly. Use buttons (1) and (2) to decrease by 1 ("59", "58", "00", "59") and increase by 1 the minute value ("00", "01", "59", "00"). Once you reach the value to be set, press button (4) to confirm and the set "minute" will stop flashing.



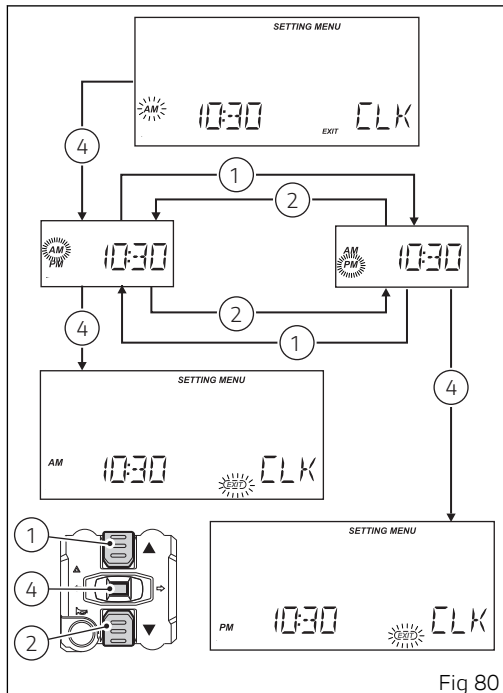
Setting am/pm

Use buttons (1) and (2) to select the "AM" or "PM" indication (the selected status will flash) and press button (4) to confirm. The "day time" value starts flashing more quickly. Use buttons (1) and (2) to change from "AM" to "PM" and vice versa. Once you reach the value to be set, press button (4) to confirm and the set "day time" will stop flashing.



Note

Every time the battery is disconnected, the clock is reset and must be set again by the user.



Backlighting setting

This function allows adjusting the backlighting intensity.

To adjust the backlighting gain access to the SETTING MENU, and keys (1) and (2) to select the "B.L." indication, then press button (4) to confirm.

When entering this function, the currently used mode name flashes.

Use buttons (1) and (2) to select the desired brightness level (HIGH, MED, LOW) and press button (4) to confirm.

The instrument panel immediately activates the selected backlighting, keeps the message of the selected mode steady ON and automatically highlights the message "EXIT".

Select HIGH to set the display backlighting maximum brightness - recommended in conditions of strong ambient light.

Select MED to set the display backlighting medium brightness (70%) - recommended in conditions of medium/low ambient light.

Select LOW to set the display backlighting minimum brightness (50%) - recommended in conditions of low ambient light and/or during the night.

To exit the menu and go back to previous page, select "EXIT" and press button (4).

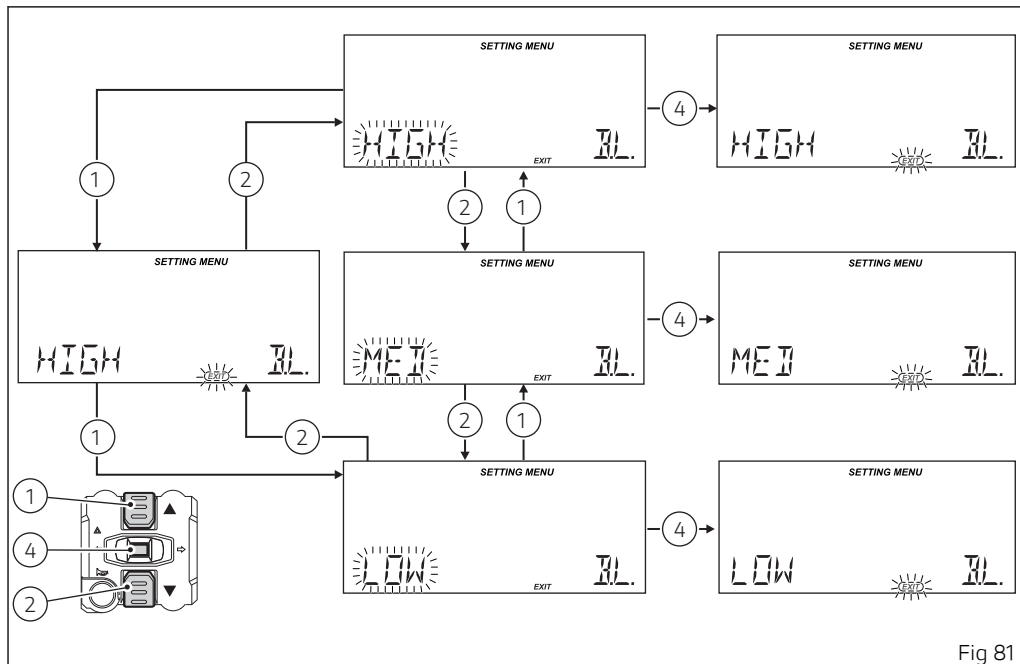


Fig 81

LAP

The LAP function can be enabled and disabled by the user through the SETTING MENU, in the LAP page. When activating this function, the instrument panel displays the stopped timer (0' 00'' 00) in MENU 1 on the main screen.



Note

When the LAP function is active, the FLASH button takes on the dual function of high beam "FLASH" and LAP timer start / stop (new lap start indication).

Enabling / disabling Lap recording

To enable / disable the Lap recording gain access to the SETTING MENU, use keys (1) and (2) to select the LAP indication, then press button (4).

When entering the function, the currently set LAP function status starts flashing. Use buttons (1) and (2) to select the new desired status (the selected status will flash) and press button (4) to confirm. The set status value will be updated and the message will return steady.

To exit the menu and go back to previous page, select "EXIT" and press button (4).

When the LAP function is disabled its status is OFF, otherwise it is ON; if you select DATA, the instrument panel shows the memorized Laps (A) whereas if you select ERASE you can erase all memorized Laps (B).



Note

Upon Key-OFF, the "LAP" function status is saved to restore it upon next Key-ON.

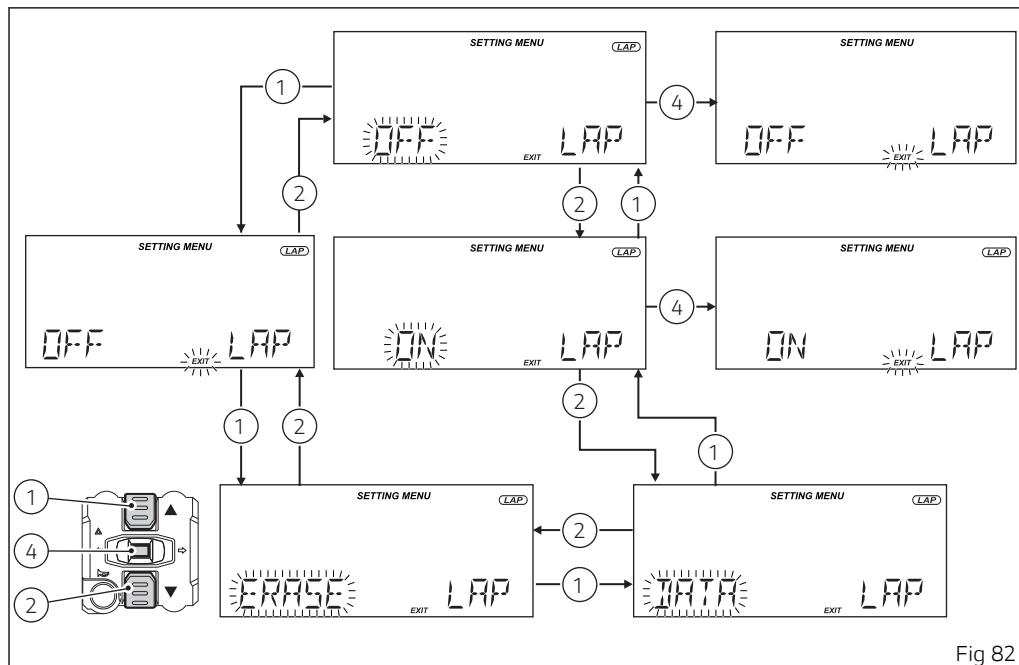


Fig 82

The LAPs previously stored with the "LAP recording" function of the Menu can be displayed. The information displayed is lap time, maximum rpm and top speed. Saved LAPs can also be deleted.

Displaying the stored LAPs

To view the stored LAPs, you must enter the Setting MENU.

Select LAP option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

Use buttons (1) and (2) to select the "DATA" indication (the selected status will flash) and press button (4) to confirm.

When you enter the function, the following is displayed:

- LAP indication followed by the number of the LAP (e.g.: LAP 01);
- the LAP number preceded by letter "n" (for ex.: n01);
- the recorded lap time;
- the top speed recorded during the lap;
- the RPM value recorded during the lap.

Press buttons (1) and (2) to display stored LAPs one by one; in particular: use button (2) to view next lap (laps are displayed in increasing order, i.e. LAP 01 ... LAP 02 ... LAP 03 LAP 30), and then highlight EXIT; use button (1) to view the previous lap (laps are

displayed in decreasing order, i.e. LAP 30 ... LAP 29 ... LAP 28 LAP 01), and then highlight EXIT. To exit the menu and go back to previous page, select "EXIT" and press button (4).



Note

The MAX stored speed is reached during lap (increased by 5%).



Note

If the memory is empty, the display shows the lap timer reading "-.--.--", MAX RPM = ----- and MAX speed = -----.

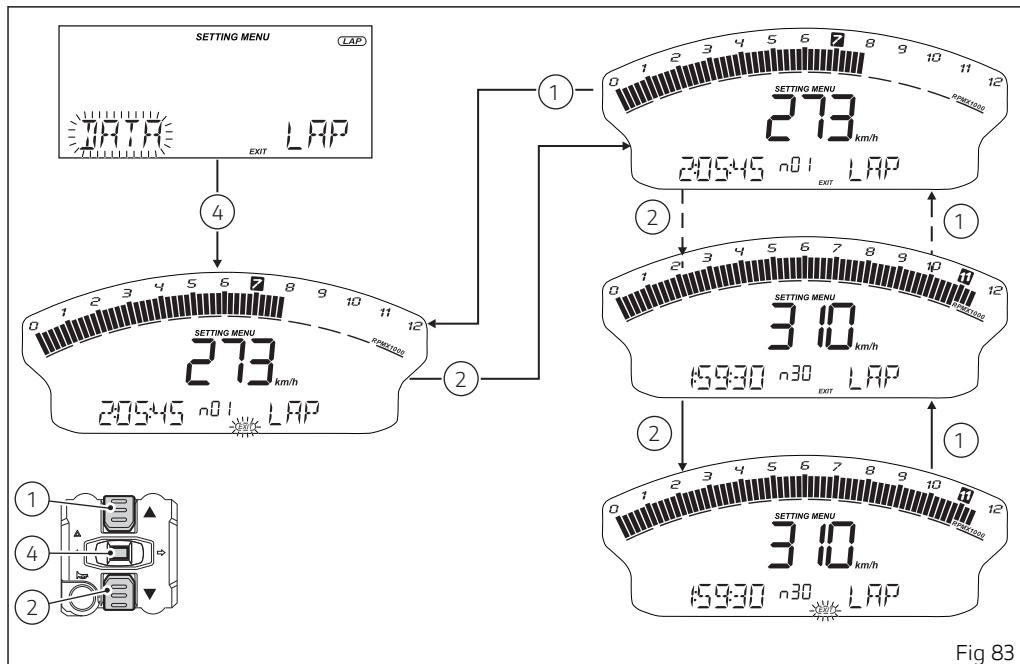


Fig 83

Erasing stored LAPs

To erase the stored LAPs, you must enter the Setting MENU.

Select LAP option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

Use buttons (1) and (2) to select the "ERASE" indication (the selected status will flash) and press button (4) for 2 seconds to confirm.

After 2 seconds, the instrument panel will display:

- five flashing dashes "- - - -" for 3 seconds;
- OK for 2 seconds to inform about the result of the deletion process.

Deletion is one single command that erases all stored laps.

When the erasing procedure is completed the instrument panel shows "EXIT".

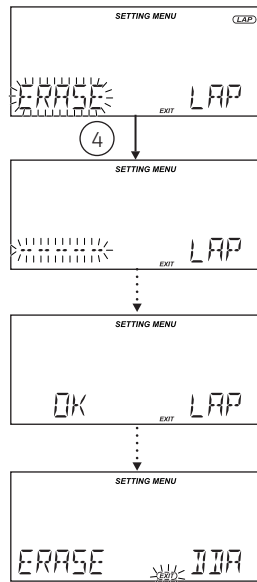
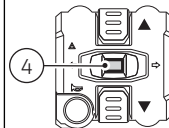


Fig 84

It is possible to erase the memorized LAPs also in the DATA sub-menu. When entering the DATA page, the instrument panel shows the memorized lap information (ref. to paragraph "Displaying the stored LAPs").

Press button (4) to highlight the option ERASE. User must confirm deletion by pressing button (4) for 2 seconds.

After 2 seconds, the instrument panel will display:

- five flashing dashes "- - - - -" for 3 seconds;
- "OK" for 2 seconds to inform about the result of the deletion process.

Deletion is one single command that erases all stored laps.

After deletion, the Laps "01" to "30" are displayed with all parameters showing an indefinite value "-" (time = -'--''-- , rpm = ----- , speed = ----).

To exit the menu and go back to previous page, select "EXIT" and press button (4).

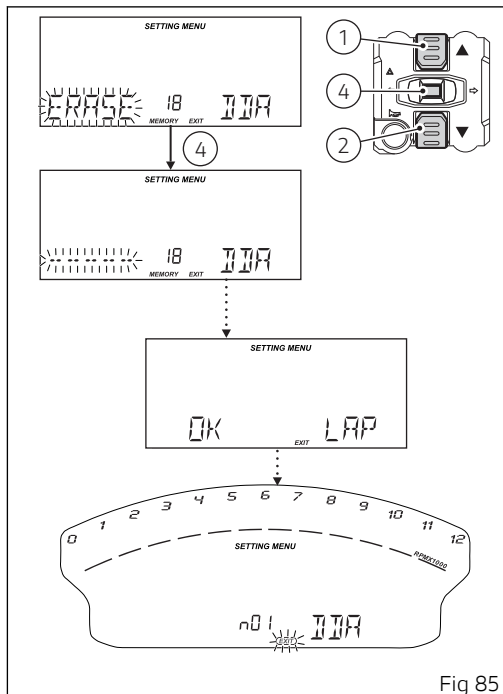


Fig 85

Setting the unit of measurement

This function allows you to change the units of measurement of the displayed values, regardless of the "Country" configuration.

To manually set the units of measurement, you must enter the SETTING MENU.

Select UNT option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

When entering this function, use buttons (1) and (2) to select the parameter for which you want to set a new unit of measurement or to restore the default settings:

- SPEED;
- temperature (TEMP.);
- fuel consumption (CONS.);
- reset to automatic settings (DEFAULT).

To exit the menu and go back to previous page, select "EXIT" and press button (4).

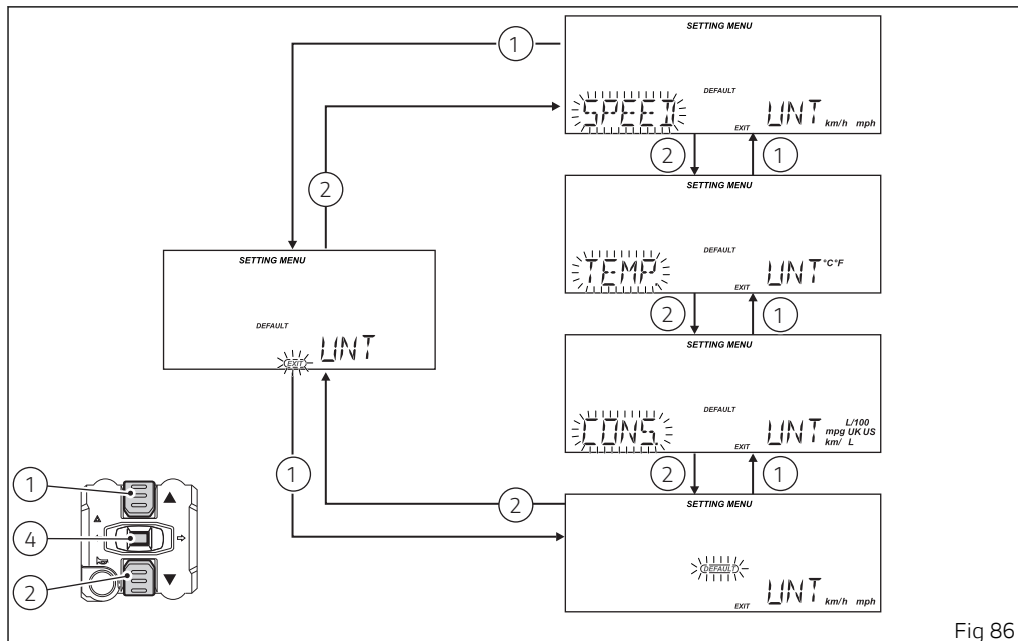


Fig 86

Setting the unit of measurement: Speed

This function allows you to change the speed measurement units (and therefore those of distance traveled). To enter this function gain access to the SETTING MENU, and keys (1) and (2) to select the UNT indication, then press button (4). Select SPEED option, by pressing button (1) or (2).

Once SPEED (A) function is highlighted, press CONFIRM MENU button (4). When you enter the function, the current unit of measurement is displayed flashing, followed by the list of the possible units steady on: mph, km/h. Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm; the selected unit is stored by the instrument panel, the unit of measurement indication becomes steady and the EXIT option is highlighted.

The selected unit of measurement will be used by the instrument panel for the following indications:

- Vehicle speed and Average speed (mph or km/h);

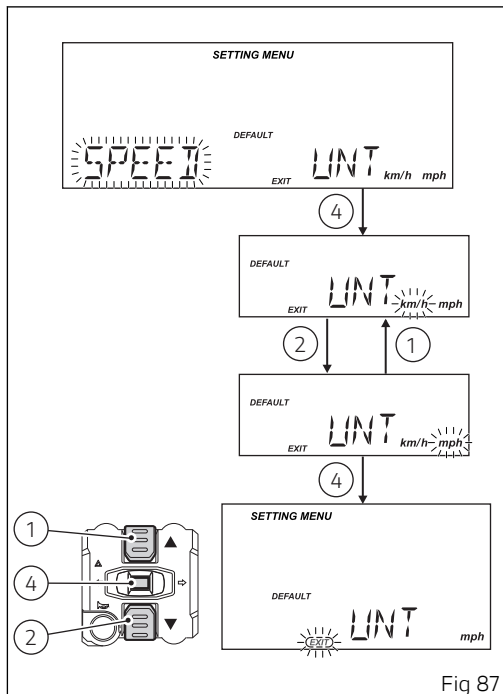


Fig 87

- Odometer, Trip A, Trip B and Trip Fuel (miles or km).

Setting the unit of measurement: Temperature

This function allows you to change the units of measurement of the temperature.

To enter this function gain access to the SETTING MENU, and keys (1) and (2) to select the UNT indication, then press button (4).

Select TEMP. option, by pressing button (1) or (2). Once TEMP. (B) function is highlighted, press CONFIRM MENU button (4).

When you enter the function, the current unit of measurement is displayed flashing, followed by the list of the possible units steady ON: °C, °F.

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (1) to highlight the following item and button (2) to highlight the previous item. Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm; the selected unit is stored by the instrument panel, the unit of measurement indication becomes steady and the EXIT option is highlighted.

The selected unit of measurement will be used by the instrument panel for the following indications:

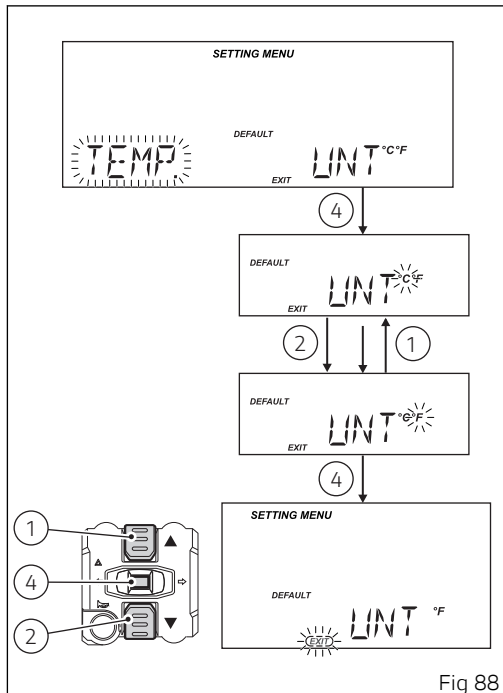


Fig 88

- Engine coolant temperature and Ambient air temperature.

Setting the unit of measurement: Fuel consumption

This function allows you to change the units of measurement of the fuel consumption.

To enter this function gain access to the SETTING MENU, and keys (1) and (2) to select the UNT indication, then press button (4).

Select CONS. option, by pressing button (1) or (2). Once CONS. (C) function is highlighted, press CONFIRM MENU button (4). When you enter the function, the current unit of measurement is displayed, followed by the list of the possible units: L / 100km, km / L, mpg (UK), mpg (USA).

Press buttons (1) and (2) to highlight the units of measurement one by one: use button (1) to highlight the following item and button (2) to highlight the previous item.

Select the required unit of measurement and then press the CONFIRM MENU button (4) to confirm; the selected unit is stored by the instrument panel, the unit of measurement indication becomes steady and the EXIT option is highlighted.

The selected unit of measurement will be used by the instrument panel for the following indications:

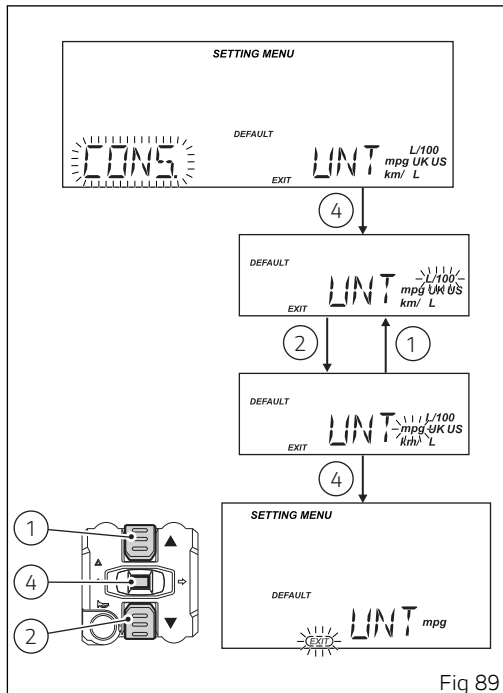
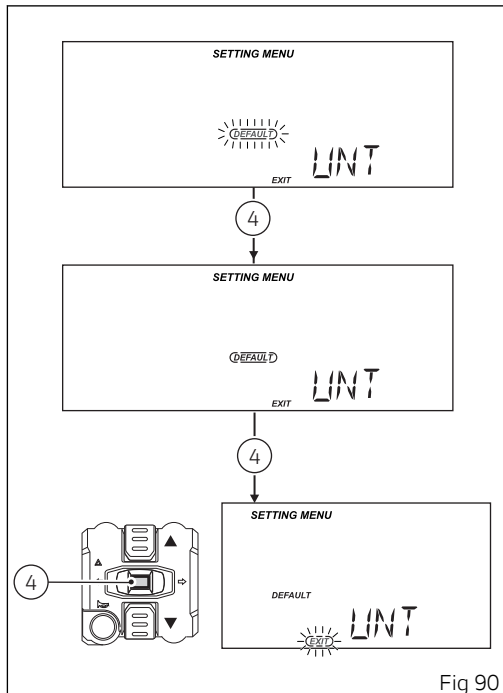


Fig 99

- Instantaneous fuel consumption and Average fuel consumption.

Setting the unit of measurement: Reset to automatic settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel. To enter this function gain access to the SETTING MENU, and keys (1) and (2) to select the UNT indication, then press button (4). Select DEFAULT option, by pressing button (1) or (2). Once the DEFAULT (D) function is highlighted, press CONFIRM MENU button (4) for 2 seconds. After 2 seconds the display shows the message DEFAULT and its box steady ON for 2 seconds. Then EXIT indication is automatically highlighted. To exit the menu and go back to previous page, select EXIT and press button (4).



Light control

Low / High beam

This function allows you to reduce current consumption from the battery, by managing headlight switching-on and off.

At Key-On, the high beam and low beam lights are off, only the parking lights are turned on.

Once the engine is started, the low beam is turned on; with engine running the standard operation of the lights is restored: it is possible to switch on and off the high beam using button (1) in position (A), or flash using button (1) in position (B). If the engine is not started after Key-On, it is still possible to turn on the low/high beam by pressing button (1) in position (A) on the left switch; press it once to turn on the low beam; any further time you press it you switch between low and high beam.

If engine is not started within 60 seconds since the button was first pressed, the low and high beam lights are turned off.

If the low beam or high beam was turned on before starting the engine (with the procedure described above), the headlight turns off automatically when starting the engine and will turn on again when the engine has been completely started.

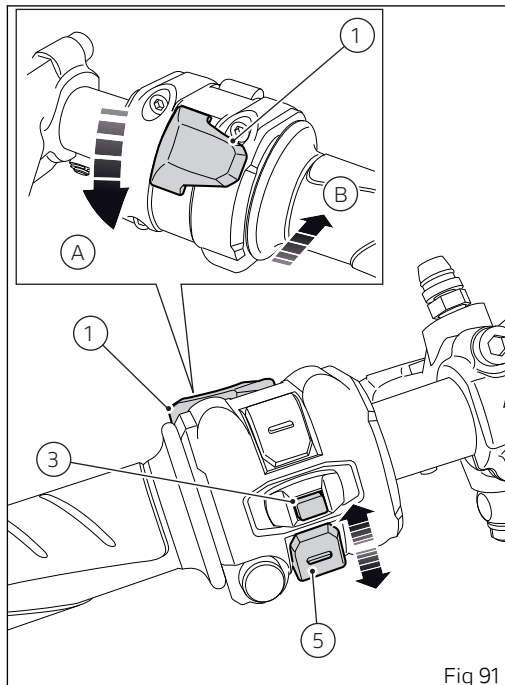


Fig 91

Turn indicators

Turn indicators are automatically reset by the instrument panel.

After activating one of the two turn indicators, user can reset them using the button (3, Fig 91) on the left switch.

If the turn indicator is not reset manually, the instrument panel will automatically switch it off after the motorcycle has traveled 0.3 miles (500 m) from when the turn indicator was activated. The counter for the distance traveled for automatic deactivation is only activated at speeds below 50 mph (80 km/h). If the calculation of the distance for automatic deactivation is activated and then the motorcycle exceeds a speed of 50 mph (80 km/h), the calculation is interrupted and will restart when the speed returns below the indicated threshold.

Parking function



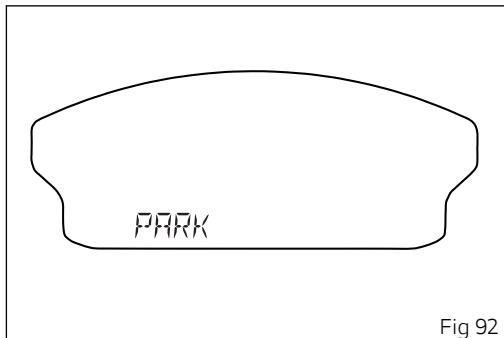
Note

If there is a sudden interruption in the battery while the function is active, the instrument panel will disable the function when the voltage is restored.

The "Parking" function activates the front and rear parking lights when the vehicle is turned off so it is visible when parked. The function is activated by pressing the button (5, Fig 91) for 3 seconds during the first 60 seconds after the motorcycle was turned off (after Key-Off).

Once the function is activated, the "PARK" indication is displayed for 3 seconds and the lights stay on as long as the battery voltage is ≥ 12.2 V. If voltage is $<$ (below) 12.2 V the lights turn off automatically in order to save battery charge.

To interrupt the function, turn the vehicle on and off (Key-On / Key-Off).



Important

The frequent use of this function can considerably reduce the battery charge. We recommend using this function only when really necessary.

Hazard function

The HAZARD function activates all four turn indicators at the same time to warn about an emergency situation. Take button (4) in HAZARD position (6) for 3 seconds to activate this function. It can only be activated when vehicle is on (i.e. when key is turned to ON, engine condition is irrelevant). When the HAZARD function is active, all four turn indicators and the warning lights (7) on the Instrument panel will flash at the same time. The HAZARD function can be turned off either when vehicle is on (i.e. key turned to "ON") by taking button (4) in position (6) or by taking button (4) in the central position, or with vehicle off (i.e. key turned to "OFF") by taking button (4) in position (6).

Once the HAZARD function is activated, if vehicle is turned off (i.e. key turned to OFF), the function stays active until manually turned off by the user or as long as the battery voltage is ≥ 12.2 V. If voltage is $<$ (below) 12.2 V the turn indicators turn off automatically in order to save battery charge.

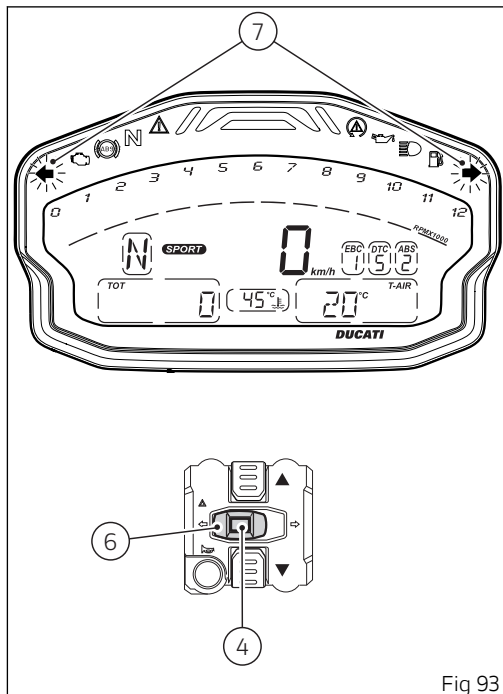


Fig 93

**Note**

In case of key-on with "Hazard" function still active, the latter remains active (a temporary inhibition of turn indicator control is allowed during instrument panel initial check routine).

**Note**

If there is a sudden interruption in the battery while the function is active, the instrument panel will disable the function when the voltage is restored.

**Note**

The "Hazard" function has a higher priority on the operation of the single turn indicators, so as long as it is active it will not be possible to separately turn on the right or left turn indicators.

Immobilizer system

For improved anti-theft protection, the motorcycle is equipped with an IMMOBILIZER, an electronic system that inhibits engine operation whenever the ignition switch is turned off.

Housed in the handgrip of each ignition key is an electronic device that modulates an output signal. When the ignition is turned on this signal is generated by a special antenna incorporated in the switch and changes every time.

The modulated signal represents the "password" (which is changed at each start-up) by which the ECU recognizes the ignition key. The ECU will only allow the engine to start if it recognizes this password.

Keys

The owner receives 2 keys with the vehicle.

These keys contain the "immobilizer system code".

The keys (B) are regular ignition keys and are used to:

- start up the engine;
- open the fuel tank filler plug;
- open the seat lock.



Attention

Separate the keys and use only one of the two to ride the bike.

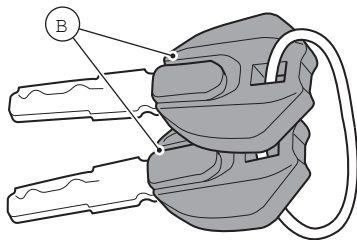


Fig 94

Operation

When the ignition key is turned to OFF, the immobilizer inhibits engine operation. If the other key does not work out either, contact the Ducati Service network.



Attention

Strong impacts could damage the electronic components inside the key. During the procedure always use the same key. Using different keys may prevent the system from acknowledging the code of the inserted key.

Duplicate keys

If you need any duplicate keys, contact the Ducati Service network with all the keys you have left. The Ducati Service Center will program all the new keys as well as any keys you already have. You may be asked to provide proof that you are the legitimate owner of the motorcycle. The codes of any keys not submitted will be wiped off from the memory to make those keys unserviceable in case they have been lost.



Note

If you sell your motorcycle, do not forget to give all keys to the new owner.

Restoring motorcycle operation via the PIN CODE

In case of key acknowledgment system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore vehicle operation. If the PIN CODE function is not active, the instrument panel does not activate the page for entering the code, but shows the Standard Screen instead, triggers the E-Lock error to inform the user that there is a problem with key reading/acknowledgment and disables the opportunity to enter the Setting MENU except for the Error page (ERR.). The E-Lock error warning remains active until key-off.

If the PIN CODE function is active, the instrument panel activates the page for entering the code and displays the PIN indication with a string of four flashing dashes " - - - - ".

Entering the code (A):

- 1) Press button (4), one digit starts flashing indicating "0";
- 2) Each time you press the button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the four digits of the PIN CODE.

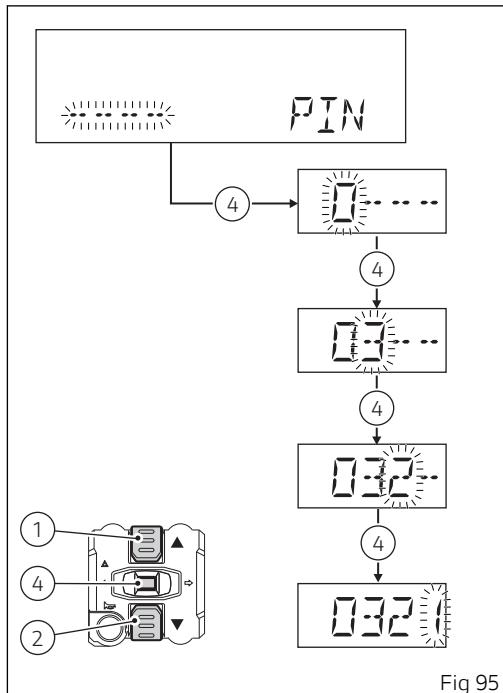


Fig 95

When you press button (4) to confirm the fourth and last digit:

- if the PIN code is correct, the instrument panel displays OK for 2 seconds and then shows the "Standard screen" and triggers the E-Lock error to still show the user that there is a problem with key reading/acknowledgment.
- if the PIN is not correct, the instrument panel displays KO for 2 seconds and then highlights the string of four dashes " - - - - " to allow you to try again. The number of possible attempts is determined by a preset time-out of 2 minutes. After this time, the instrument panel shows the Standard Screen, triggers the E-Lock error and disables the opportunity to enter the Setting Menu except for the Error page (ERR.).
- if there is a problem during the PIN CODE check, the instrument panel displays ERR. for 2 seconds and then responds in the same way as for the KO error described in the previous point.

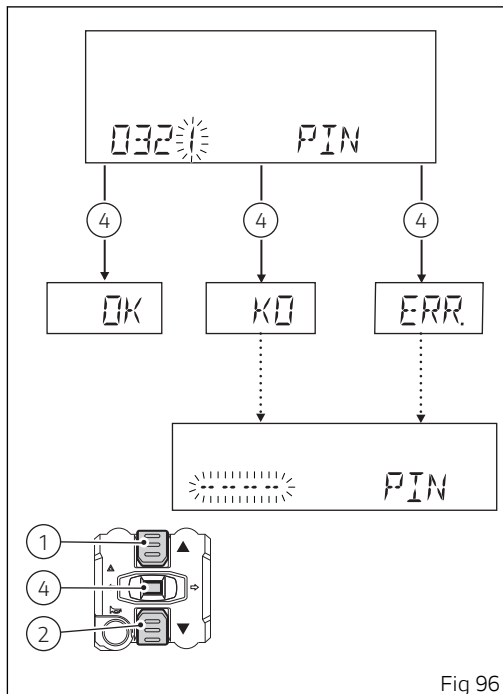


Fig 96



Important

If this procedure is necessary in order to start the vehicle, contact an Authorized Ducati Service Center as soon as possible to fix the problem.

Controls

Position of motorcycle controls



Attention

This section shows the position and function of the controls used to ride the motorcycle. Be sure to read this information carefully before you use the controls.

- 1) Instrument panel.
- 2) Key-operated ignition switch and steering lock.
- 3) LH switch.
- 4) Clutch lever.
- 5) RH switch.
- 6) Throttle twistgrip.
- 7) Front brake lever.
- 8) Rear brake pedal.
- 9) Gear change pedal.

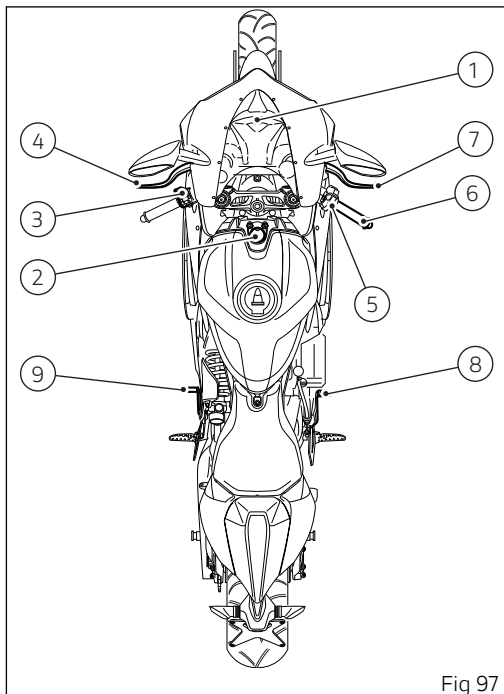


Fig 97

Ignition switch and steering lock

It is located in front of the fuel tank and has three positions:

- A) ON: enables lights and engine operation;
- B) OFF: disables lights and engine operation;
- C) LOCK: the steering is locked.

Note

To move the key to the last position, press it down before turning it. The key can be removed in positions (B) and (C).

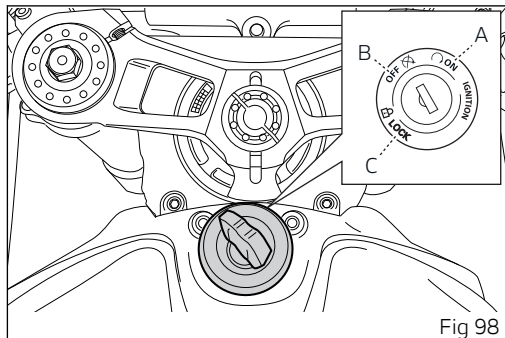


Fig 98

Left-hand switch

- 1) Dip switch, light dip switch, two positions:
(A) every time it is pressed down the light switches from low beam on () to low beam and high beam on;
(B) pushed to the side () = high beam flasher (FLASH), START/STOP LAP function.
- 2) three-position turn indicator button ():
central position = off;
position () = left turn;
- 3) Turn indicator off, RIDING MODE activation and menu navigation button.
- 4) Button () = warning horn.
- 5) Navigation menu, display scroll and TRIP A and TRIP B reset button.
- 6) Navigation menu, display scroll button.

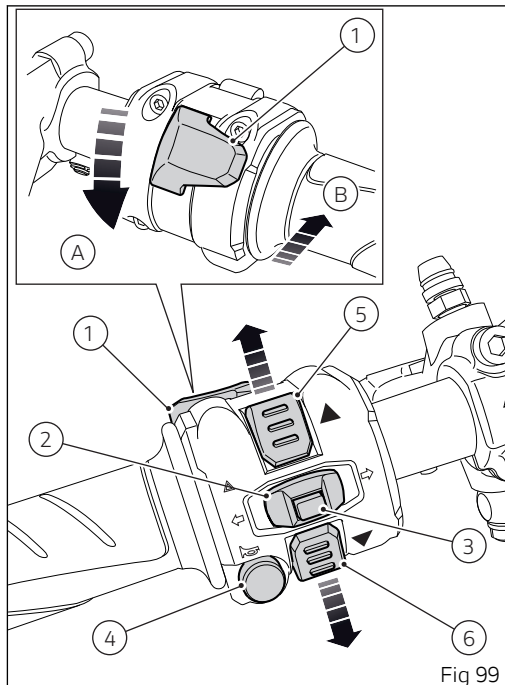
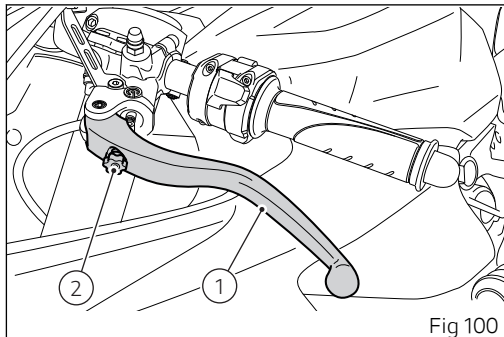


Fig 99

Clutch lever

Lever (1) disengages the clutch. It features a dial adjuster (2) for lever distance from the twistgrip on handlebar. The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the handgrip. Turn the adjuster counterclockwise to decrease lever distance. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving off.



Attention

Set clutch lever when motorcycle is stopped.



Important

Using the clutch properly will avoid damage to transmission parts and spare the engine.



Note

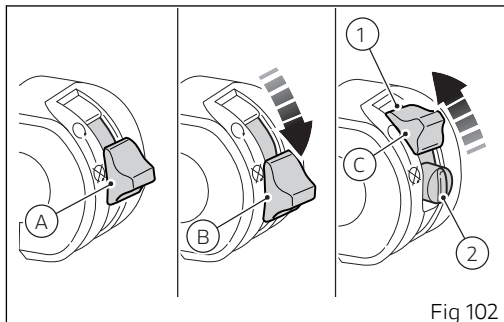
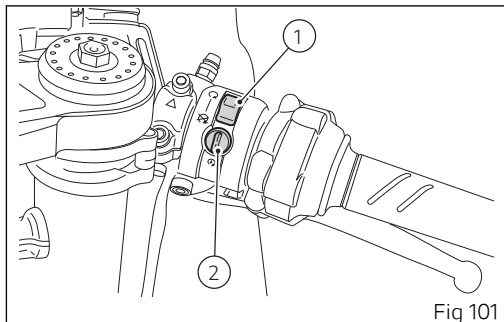
The engine can be started with the side stand down and the gearbox in neutral. If starting with a gear engaged, pull in the clutch lever (in this case the side stand must be up).

Right-hand switch

- 1) Red ON/OFF switch.
- 2) Black ENGINE START button.

The switch (1) has three positions:

- A) center: RUN OFF. In this position, the engine cannot be started and all electronic devices are off.
- B) pushed down: ON/OFF. In this position, the system can be turned on (Key-On) and off (Key-Off).
- C) pushed up: RUN ON. The engine can only be started in this position, pushing the black button (2).



Throttle twistgrip

The twistgrip (1) on the right handlebar opens the throttles.

When released, it will spring back to the initial position (idling speed).

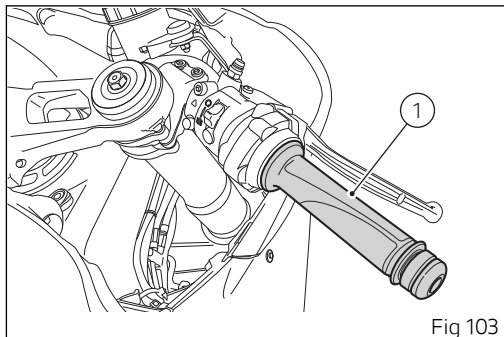


Fig 103

Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.

The control lever (1) features a dial adjuster (2) for lever distance from the twistgrip on handlebar adjustment.

The lever distance can be adjusted through 10 clicks of the dial (2). Turn clockwise to increase lever distance from the twistgrip. Turn the adjuster counterclockwise to decrease lever distance.

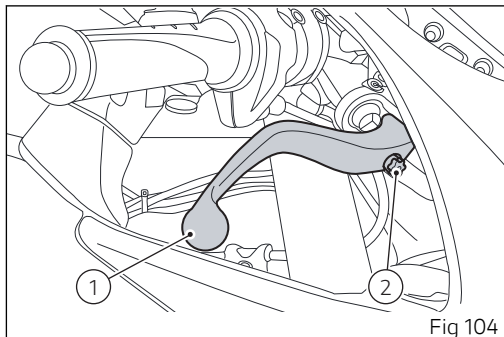


Fig 104

Rear brake pedal

Push down the pedal (1) to operate the rear brake.
The system is hydraulically operated.

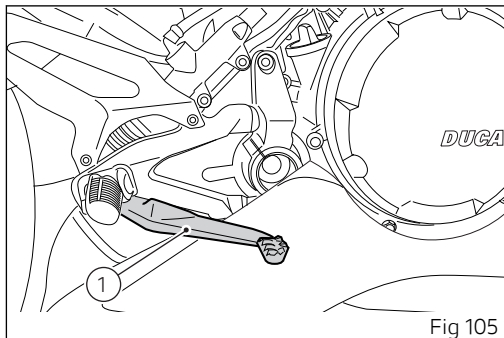


Fig 105

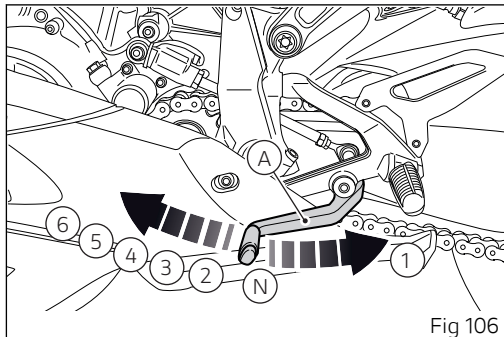
Gear change pedal

When released, the gear change pedal (A) automatically returns to rest position (N) in the center. This is indicated by the instrument panel light NEUTRAL N coming on.

The pedal can be moved:

- down = press down the pedal to engage the 1st gear and to shift down. The NEUTRAL N light will go out;
- up = lift the pedal to engage 2nd gear and then 3rd, 4th, 5th and 6th gears.

Each time you move the pedal you will engage the next gear.



Adjusting the gear change pedal and the rear brake

The position of the gearchange and rear brake pedals in relation to the footrests can be adjusted to suit the requirements of the rider.

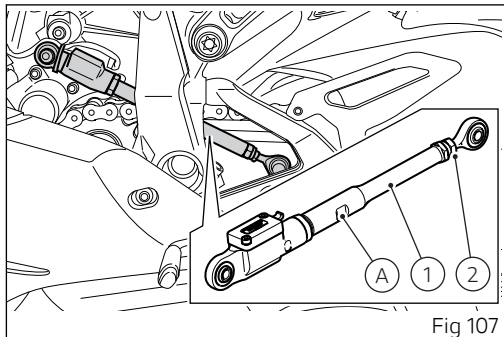
Adjust the pedals as follows:

Gear change pedal

Hold linkage (1) using the special flat (A) and loosen nut (2).

Fit an open-end wrench to hexagonal element of linkage (1) and rotate until setting pedal in the desired position.

Tighten nut (2) onto linkage.



Once the adjustment is completed, check the correct value (B) of uniball travel (3). The uniball (3) travel value (B) must be between 0 in (0 mm) (uniball completely screwed in) and 0.24 in (6 mm).



Attention

If the travel value does not respect the indicated parameters, repeat the adjustment operations as described before.

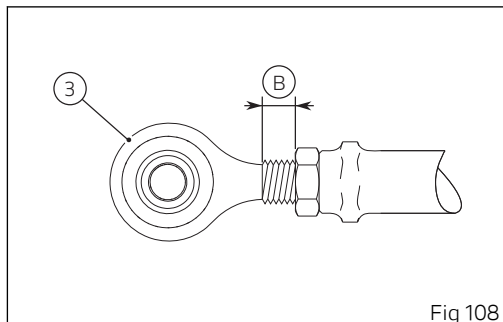


Fig 108

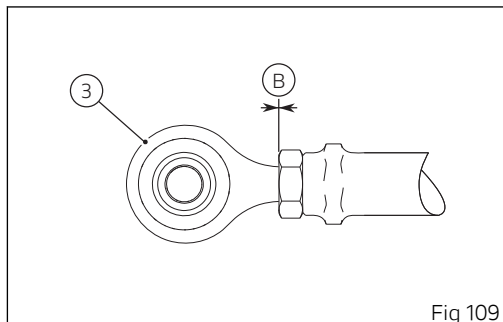


Fig 109

Rear brake pedal

Loosen counter nut (7).

Turn pedal stroke adjusting screw (6) until pedal is in the desired position. Tighten the counter nut (7).

Operate the pedal (8) by hand to check that there is about 0.06-0.08 in (1.5-2 mm) of free play before the brake bites.

If not, adjust the length of the master cylinder pushrod.



Attention

Have the pedal adjusted at a Ducati Dealer or Authorized Service Center.

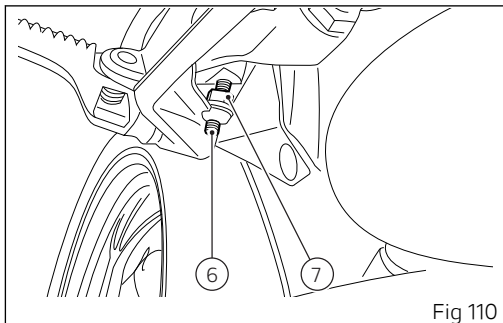


Fig 110

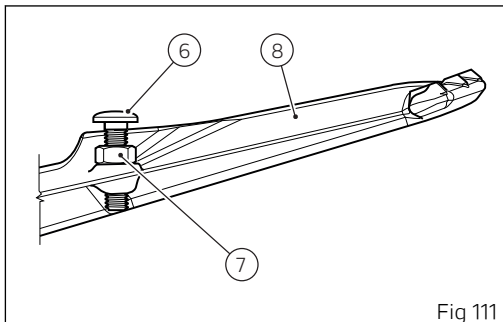


Fig 111

Main components and devices

Position on the vehicle

- 1) Tank filler plug.
- 2) Seat lock.
- 3) Side stand.
- 4) Rear-view mirrors.
- 5) Front fork adjusters.
- 6) Rear shock absorber adjusters.
- 7) Catalytic converter (both sides).
- 8) Exhaust muffler (both sides).

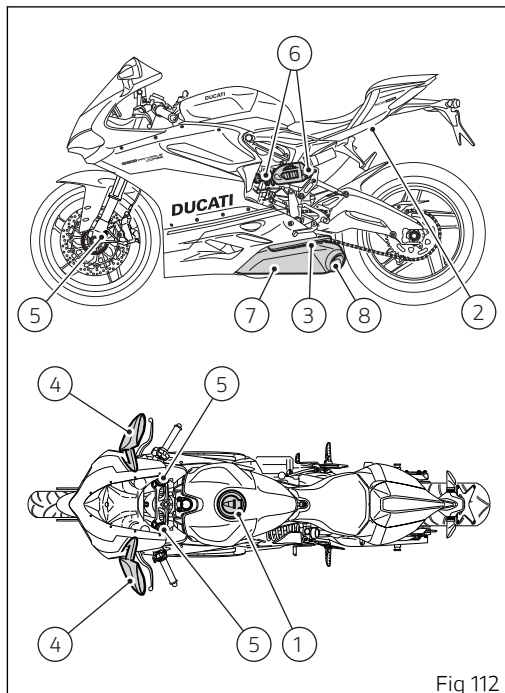


Fig 112

Fuel tank plug

Opening

Lift flap (1) and insert the key in the lock. Turn the key clockwise 1/4 turn to unlock.

Lift the plug (2).

Closing

Close the cap (2) with the key inserted and press it into its seat. Remove the key and replace the lock cover (1).



Note

The plug can only be closed with the key in.



Attention

Always make sure you have properly refitted and closed the plug after refueling.

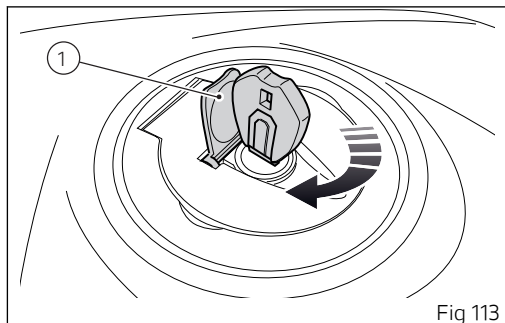


Fig 113

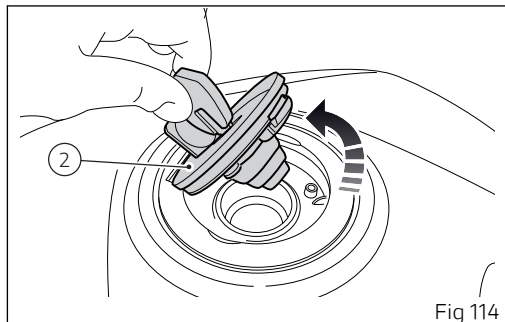


Fig 114

Seat lock

Opening

Insert the key into the seat lock (1) and turn it until the seat (2) disengages with an audible click. Slide out the seat cover (2) towards front of the motorcycle until it comes off.

Closing

Insert the seat cover (2) from the seat side and slide the cover towards the rear of the motorcycle until it fits in place.

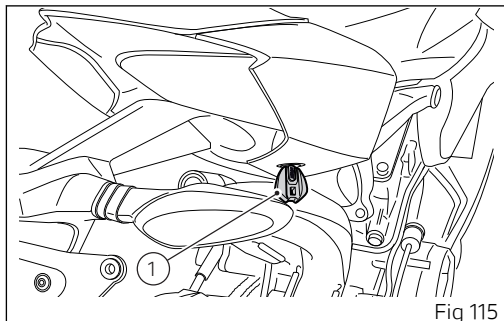


Fig 115

Attention

To close the seat cover insert it from the motorcycle side and slide it towards the rear side until hearing the engagement click.

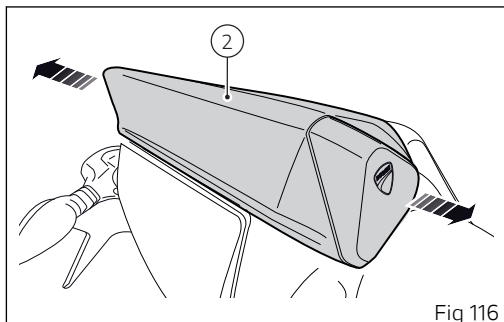


Fig 116

Side stand



Important

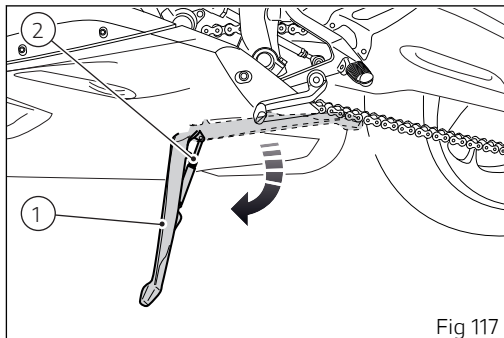
Use the side stand to support the motorcycle only during short stops. Before lowering the side stand, make sure that the supporting surface is hard and flat.

Do not park on soft or pebbled ground or on asphalt melted by the sun, etc. or else the motorcycle may fall over. When parking downhill, always position the motorcycle with the rear wheel facing downhill.

To pull down the side stand, hold the motorcycle handlebars with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.

To move the side stand to its resting position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot.

To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.



Attention

Do not sit on the motorcycle when it is supported on the side stand.



Note

Check for proper operation of the stand mechanism (two springs, one into the other) and the safety sensor (2) at regular intervals.



Note

The engine can be started with the side stand down and the gearbox in neutral. If starting with a gear engaged, pull in the clutch lever (in this case the side stand must be up).

Steering damper

It is located up front before the handlebar and is secured to the steering head.

It provides stable and accurate steering, improving the motorcycle's handling response under any conditions.

If you turn the knob (1) clockwise, steering will be harder; if you turn it counterclockwise, steering will be softer. Every setting is identified by a "click": set to maximum 14 clicks.

Recommended standard 8 click-position.



Attention

Beyond such adjustment the steering could be too damped leading to dangerous situations.



Attention

Never try to adjust knob (1) position while riding or you could lose control of the vehicle.

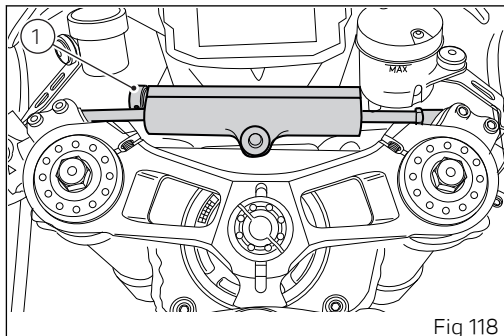


Fig 118

Front fork adjustment

The front fork used on this motorcycle has rebound, compression and spring preload adjustment.

Use the external adjusters:

- for rebound adjustment, turn adjuster (2) on RH fork leg;
- for compression adjustment, turn adjuster (1) on LH fork leg.
- for internal spring preload adjustment, work 0.67 in (17mm) hexagonal adjuster on both fork legs (3 and 4);

Put the motorcycle on the side stand and make sure it is stable to set the adjusters.

Turn adjuster (1) at the top end of the LH fork leg with a 0.12 in (3 mm) Allen wrench to adjust compression.

Turn adjuster (2) at the top end of the RH fork leg with a 0.12 in (3 mm) Allen wrench to adjust rebound.

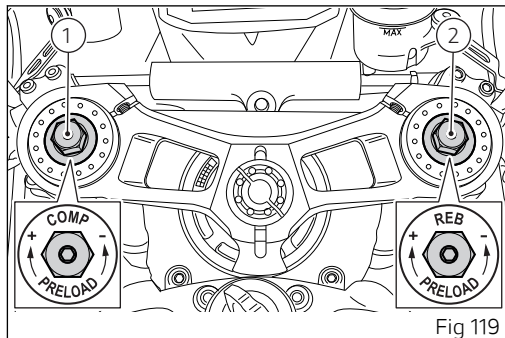


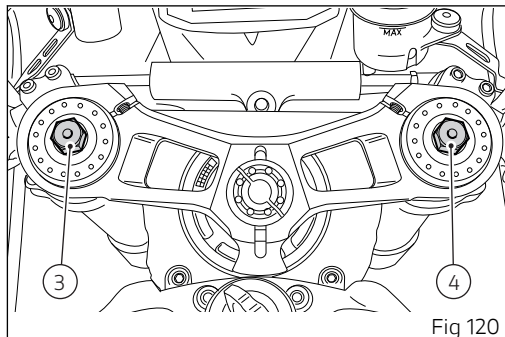
Fig 119

By turning adjusters (1, Fig 119) and (2, Fig 119) you will hear some clicks; each click corresponds to a damping setting.

The stiffest damping setting is obtained with the adjusters (1, Fig 119) (2, Fig 119) turned fully clockwise to the "0" position. By turning counter clockwise starting from this position, count the clicks that will correspond to positions "1", "2" etc.

To adjust preload, fully loosen 0.67 in (17 mm) hexagonal adjusters (3 and 4), then set preload considering that each turn corresponds to a 0.04 in (1 mm) preload.

STANDARD factory setting is as follows:
compression: 24 clicks (from fully closed);
rebound: 21 clicks (from fully closed);
spring preload: 4 turns (from fully open).



Adjusting the rear shock absorber

The rear shock absorber has commands that enable you to adjust the setting to suit the load on the motorcycle.

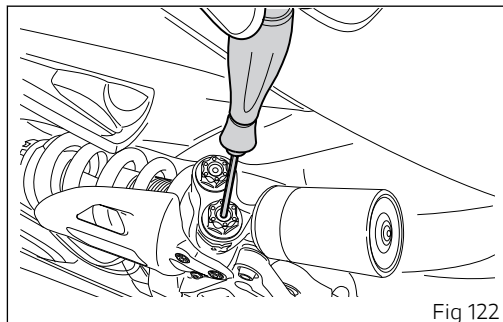
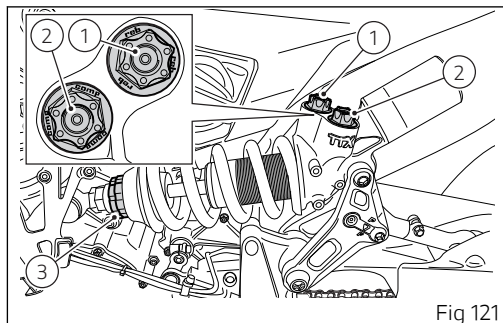
Adjuster (1) adjusts the damping during the rebound phase (return).

Adjuster (2) adjusts the damping during the compression phase.

Turn adjusters (1) and (2) clockwise with a 0.12 in (3 mm) Allen wrench to stiffen the damping, or counter clockwise to soften it.

STANDARD factory setting is as follows:

- adjuster (1): open 14 clicks from fully closed position
- adjuster (2): open 23 clicks from fully closed position
- Spring preload: 0.59 in (15 mm).



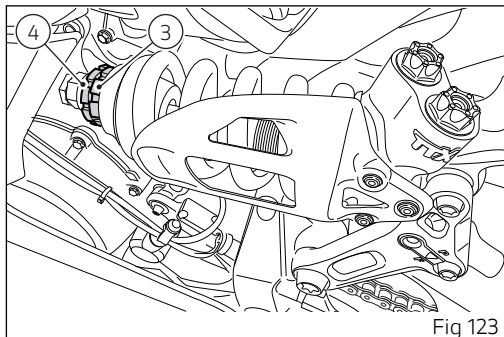


Attention

The shock absorber is filled with gas under pressure and may cause severe damage if taken apart by someone who is unskilled.

The two ring nuts (3) and (4) adjust the external spring preload.

To adjust the spring preload, loosen the top ring nut (4). SCREWING or UNSCREWING the bottom ring nut (3) will INCREASE or DECREASE the preload. Once the spring preload is set, tighten the top ring nut.



Attention

To turn the preload adjuster ring nut use a pin wrench. Pay attention to avoid hand injuries by hitting motorcycle parts in case the wrench tooth suddenly slips on the ring nut groove while moving it.

To change the shock absorber distance, loosen the ring nut (5) with the hexagon head wrench of 0.94 in (24 mm) and then work on nut (6) with hexagon head wrench of 0.94 in (24 mm) to increase or decrease the shock absorber distance. After reaching the desired distance, bring the lock nut (5) against the nut (6) while counter-holding nut (6) to avoid moving the reached adjustment.

Attention

The shock absorber has a maximum distance indicated by a groove on the threaded section of its eyelet.

When reaching the maximum distance, the groove is

aligned with the lock nut (5) when tightened .

If with tightened lock nut (5), the groove is not aligned with the lock nut, this indicates the use of a

wrong distance (too long, ).

The shock absorber contains a safety pin to avoid reaching too long distances: if you try reaching not allowed distances, the pin could damage irretrievably the shock absorber thread: if during the

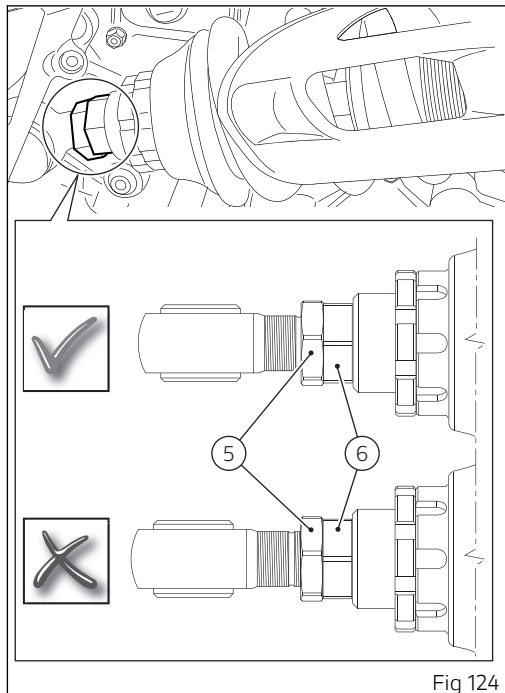


Fig 124

shock absorber distance adjustment operation you detect an increase of the torque necessary to rotate the nut (6), you have probably reached the allowed adjustment limit; avoid trying the adjustment again in order not to damage the component.

CHOOSING THE SUSPENSION SETTING

Ducati recommends following the front fork and rear suspension settings indicated in the table: these settings are to be considered as indications according to the various riding situations and considering the rider's skills and need in terms of comfort.



Attention

The values in the table are indicative. They have been calculated considering a dressed rider weighing 176.36-198.42 lb (80-90 kg).



Important

The settings indicated in the table do not depend on the riding modes set by the rider on the instrument panel.

Race - Performance use		
Parameter	Front fork	Rear shock absorber
Spring preload	6 turns	0.59 in (15 mm)
Compression	18 clicks from fully closed	14 clicks from fully closed
Rebound	21 clicks from fully closed	21 clicks from fully closed

ROAD - Comfort use		
Parameter	Front fork	Rear shock absorber
Spring preload	4 turns from fully open	0.59 in (15 mm)

ROAD - Comfort use		
Parameter	Front fork	Rear shock absorber
Compression	24 clicks from fully closed	23 clicks from fully closed
Rebound	21 clicks from fully closed	14 clicks from fully closed

The setting of the vehicle when it is put on the market (standard settings indicated in the previous paragraphs) corresponds to a setting suitable to all use conditions (riding situations, rider's skills and needs), to obtain the best solution for a sport use on the road.

Riding the motorcycle

Running-in recommendations

Maximum rpm

Rotation speed for Break-in period and during standard use (rpm):

- 1) Up to 1000 km;
- 2) From 1,000 km to 2,500 km.

Up to 600 mi (1000 km)

During the first 1000 km keep an eye on the rev counter, it should never exceed: $5,500 \div (\text{included})$ 6,000 rpm.

During the first few hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.

Strict observance of Break-in recommendations will ensure longer engine life and reduce the likelihood of overhauls and tune-ups.

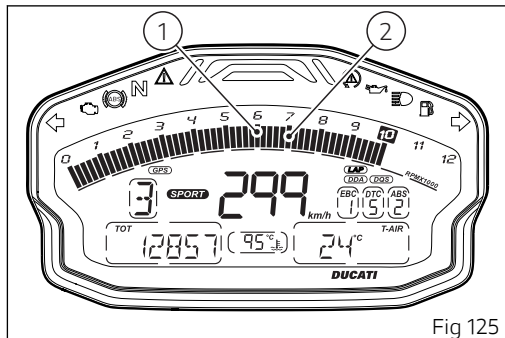


Fig 125

To achieve this, roads with plenty of bends and even slightly hilly areas are ideal for the most efficient break-in of the engine, brakes and suspensions. For the first 62 mi, use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake disks.

So that the mechanical parts of the motorcycle can adapt to each another, and especially so the life of the basic engine parts is not affected, avoid harsh accelerations and do not run the engine at a high rpm for an extended time, especially uphill.

It is also advisable to inspect the drive chain frequently and lubricate as required.

From 1000 to 2500 km.

At this point, you can squeeze some more power out of your engine. However never exceed 7,000 rpm.



Important

During the entire Break-in period, carefully observe the indications on the scheduled maintenance chart and servicing recommendations in the Warranty Booklet. Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Strict observance of Break-in recommendations will ensure longer engine life and reduce the likelihood of overhauls and tune-ups.

Pre-ride checks



Attention

Failure to carry out these checks before riding may lead to motorcycle damage and injury to rider and passenger.

Before riding, perform a thorough check-up on your bike as follows:

- **FUEL LEVEL IN THE TANK**
Check the fuel level in the tank. Fill tank if needed (page 219).
- **ENGINE OIL LEVEL**
Check oil level in the sump through the sight glass. Top up if needed (page 249).
- **BRAKE AND CLUTCH FLUID**
Check fluid level in the relevant reservoirs (page 227).
- **COOLANT**
Check coolant level in the expansion reservoir. Top up if needed (page 225).
- **TIRE CONDITION**
Check tire pressure and condition (page 246).
- **CONTROLS**
Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.
- **LIGHTS AND INDICATORS**
Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs (page 240).
- **KEY LOCKS**
Ensure that tank filler plug (page 195) and seat (page 196).
- **SIDE STAND**
Make sure side stand operates smoothly and is in the correct position (page 197).

To ensure trouble-free operation, the engine coolant pump of your Panigale requires a breather. This means that it is possible that a very small quantity of coolant oozes out of the breather pipe (A) and this will not affect proper operation of the engine or the cooling system.

ABS light

After Key-On, the ABS light (9) stays on. When the vehicle speed exceeds 5 km/h, the warning light switches off to indicate the correct operation of the ABS system.



Attention

In case of malfunction, do not ride the motorcycle and contact a Ducati Dealer or Authorized Service Center.

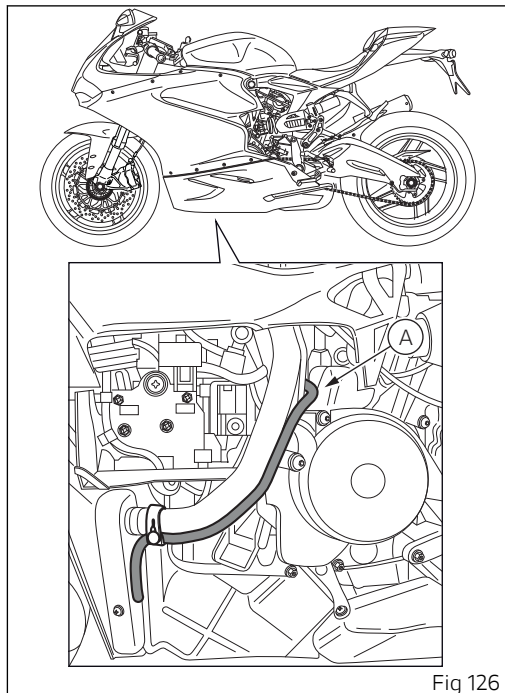


Fig 126

ABS

Check that the front (1) and rear (2) phonic wheels are clean.



Attention

Clogged reading slots would compromise system proper operation. It is advisable to disable ABS in case of very muddy road surfaces, as in these conditions the system might be subject to sudden failure.



Attention

Prolonged wheelies could deactivate the ABS system.

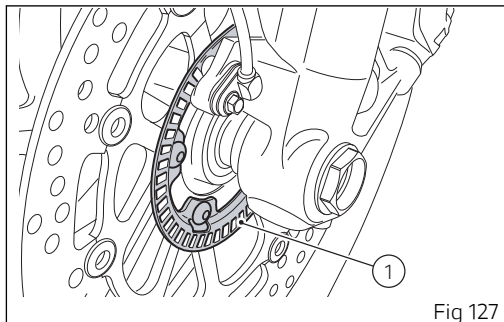


Fig 127

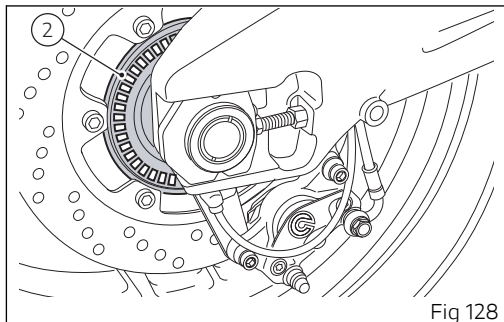


Fig 128

Engine start



Attention

Before starting the engine, become familiar with the controls you will need to use when riding.



Attention

Never start or run the engine indoors. Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.

Move the ignition key to ON. Make sure both the green light N (1) and the red light  (2) on the instrument panel come on.



Important

The oil pressure light should go out a few seconds after the engine has started.

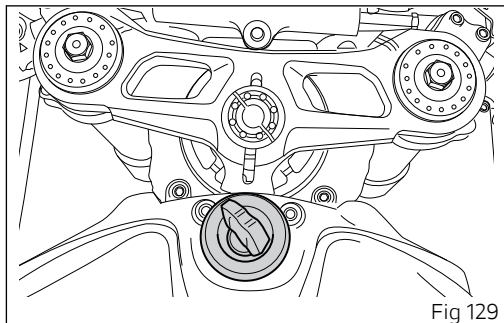


Fig 129

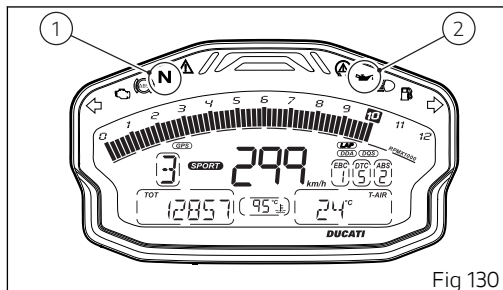


Fig 130



Attention

The side stand must be fully up (in a horizontal position), as its safety sensor prevents engine start when down.



Note

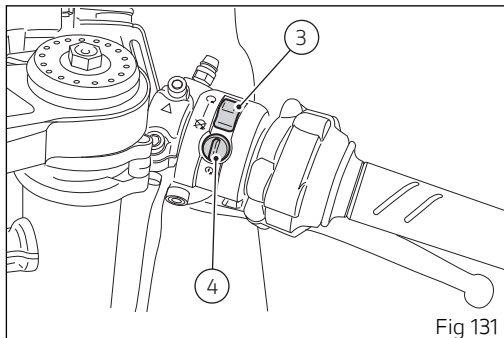
The engine can be started with side stand down and the gearbox in neutral. When starting the bike with a gear engaged, pull the clutch lever (in this case the side stand must be up).



Important

Do not rev up the engine when it is cold. Allow some time for oil to be heated and reach all points that need lubricating.

Check that the stop switch (3) is positioned to (RUN), then press the starter button (4).



Moving off

- 1) Disengage the clutch by squeezing the clutch lever.
- 2) Push down the gear change lever firmly with the tip of your foot to engage first gear.
- 3) Raise the engine revs by turning the throttle twistgrip while gradually releasing the clutch lever. The motorcycle will start moving off.
- 4) Release the clutch lever completely and accelerate.
- 5) To shift up, close the throttle to slow down the engine, disengage the clutch, lift the gear change lever and let go the clutch lever. To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronize, shift down (engage next lower gear) and release the clutch.

The controls should be used correctly and with promptness. When riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down. This will avoid undue stress on the engine and motorcycle.



Attention

Avoid harsh accelerations, as this may lead to misfiring and transmission snatching. The clutch lever should not be pulled longer than necessary after gear is engaged or else friction parts may overheat and wear out.



Attention

Prolonged wheelies could deactivate the ABS system.

Braking

Slow down in time, shift down to engine-brake first and then brake applying both brakes. Pull the clutch lever before stopping the motorcycle, to avoid sudden engine stop.

ABS

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical – skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two-wheeled vehicle: the possibility of falling or having an accident during braking is statistically higher than at any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control. The Anti-lock Brake System (ABS) has been developed to enable riders to use the vehicle's braking force to the fullest during emergency braking, adverse weather conditions or when pavement is compromised.

ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel signals the electronic control unit that the wheel is about to lock up.

This avoids wheel lockup and preserves traction. Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears. Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal.

The front and rear brakes use separate control systems, meaning that they operate independently.

Likewise, the ABS is not an integral braking system and does not control both the front and rear brake at the same time.

If desired, the system can be deactivated from the instrument panel by using the "Customizing Riding Modes: ABS setting page 123" function.



Attention

When ABS is disabled, the vehicle restores the standard brake system features; using the two brake controls separately reduces the motorcycle braking efficiency. Never use the brake controls harshly or suddenly as you may lock the wheels and lose control of the motorcycle. When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden maneuvers may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously. Underinflated tires reduce braking efficiency, handling accuracy and stability in a bend.

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip. Shift down to engage first gear and then neutral.

Apply the brakes and bring the motorcycle to a complete stop.

To switch the engine off, simply turn the key to OFF.

Parking

Park the stopped motorcycle on the side stand. To prevent theft, turn the handlebar fully left and turn the ignition key to the LOCK position.

If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat.



Important

Never leave the ignition key in the switch when you are leaving your bike unattended.



Attention

The exhaust system might be hot, even after engine is switched off; take special care not to touch the exhaust system with any body part and do not park the vehicle next to flammable material (wood, leaves etc.).



Attention

Using padlocks or other locks designed to prevent motorcycle motion, such as brake disk locks, rear sprocket locks, etc. is dangerous and may impair motorcycle operation and affect the safety of rider and passenger.

Refueling

Never overfill the tank when refueling. Fuel should never be touching the rim of filler recess.



Attention

Use fuel with the lowest octane rating 90 (RON +MON)/2



Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10). Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

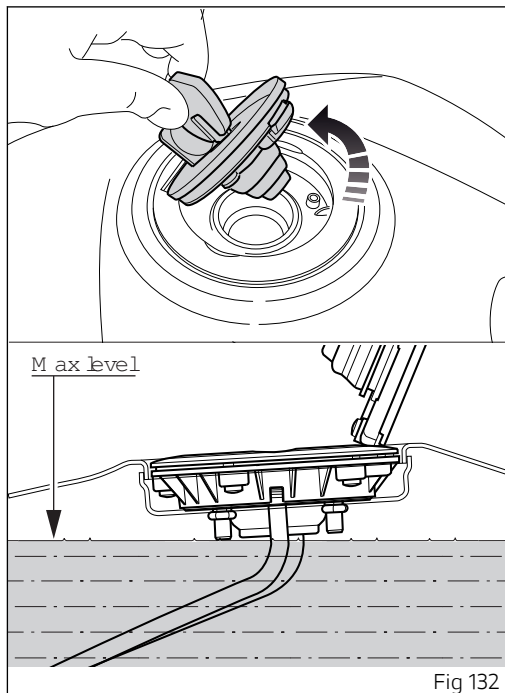


Fig 132

Tool kit and accessories

The tool kit (1) is located under the seat and includes:

- Box wrench for spark plugs;
- Tommy bar for plug wrench;
- Double-tip screwdriver;
- Allen wrench for fairings.

To access the compartment, remove the passenger seat (page 196).

Have the following parts (supplied as standard) installed by a Ducati Dealer or Authorized Service Center:

- passenger seat.

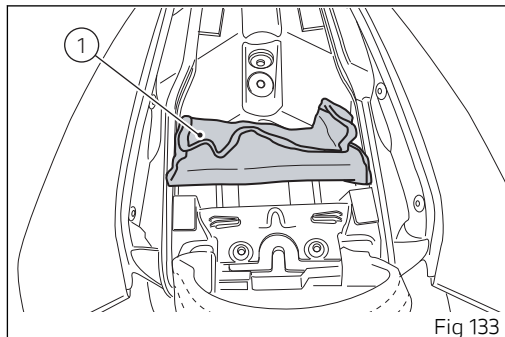


Fig 133

Main use and maintenance operations



Important

Have the fairings removed at a Ducati Dealer or Authorized Service Center.

Removing the fairings

Some parts of the motorcycle fairing have to be removed for certain maintenance or repair operations.



Attention

Failed or incorrect refitting of one of the removed components could cause its sudden detachment while riding resulting in loss of control of the motorcycle.



Important

At every reassembly, to avoid damaging the painted areas and the Plexiglass windscreen, always place the nylon washers at the retaining screws.

Side fairings

To remove the fairings, use the Allen wrench fitted under the seat to loosen the following:

- the two screws (1) securing the fairing panels to the brackets;
- the four screws (2) securing the fairing panels to the headlight fairing;
- the four screws (3) securing the fairing panels to the frame;
- the three screws (4) located under the fairing securing the right fairing panel to the left fairing panel;
- the two screws (5) securing the fairing panels at the center;
- the two screws (6) securing the front of the fairing to the headlight fairing;
- the two screws (7) securing the front of the fairing to the radiator unit;
- the LH rear retaining screw (8).



Note

To refit the left fairing panel, lower the side stand and pass it through the hole in the panel.



Note

Be careful of the splash guard, which is released by the fairing panel fastening.

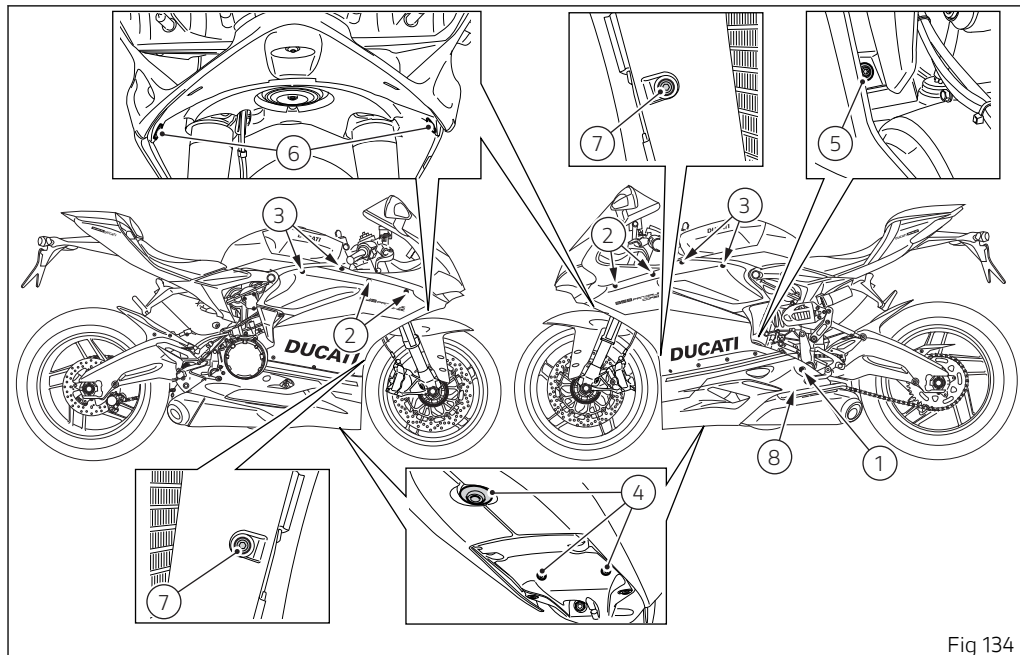


Fig 134

Change air filter



Important

Have the air filter maintenance performed at a Ducati Dealer or Authorized Service Center.

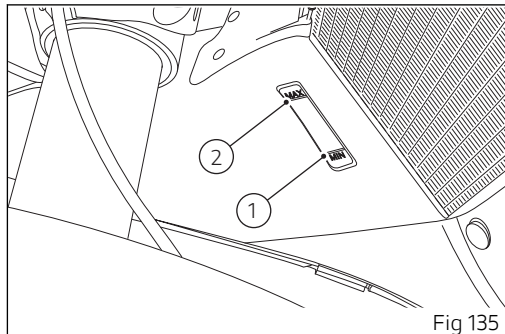
Checking coolant level and topping up, if necessary

Check coolant level in the expansion tank on the right side of the vehicle.

Check that the level is between the MIN (1) and MAX (2) marks on the side of the expansion reservoir.

Top up if the level is below the MIN mark.

Remove the right-hand side fairing (page 222).



Unscrew the filler plug (3) and add ENI Agip Permanent Spezial antifreeze (do not dilute, use pure), until reaching the MAX level. Refit the filler plug (3) and reassemble all removed parts. This type of mixture ensures the best operating conditions (the coolant starts to freeze at $-4^{\circ}\text{F}/-20^{\circ}\text{C}$).
Cooling circuit capacity: 0.6 gallons (2.3 cu. dm liters).



Attention

Place the motorcycle upright on a flat surface and make sure the engine is cold before proceeding.



Important

Have the top-up performed at a Ducati Dealer or Authorized Service Center.

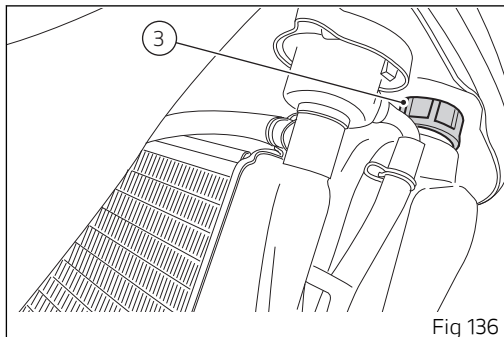


Fig 136

Checking brake and clutch fluid level

The levels should not fall below the MIN marks on the respective reservoirs.

If level drops below the limit, air might get into the circuit and affect the operation of the system involved.

Brake and clutch fluid must be topped up and changed at the intervals specified in the scheduled maintenance table contained in the Warranty Booklet; please contact a Ducati Dealer or Authorized Service Center.

Brake system

If you note too much play on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or Authorized Service Center to have the system inspected and any air drained out of the circuit.

Attention

Brake and clutch fluid can damage paintwork and plastic parts, so avoid contact.

Hydraulic oil is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

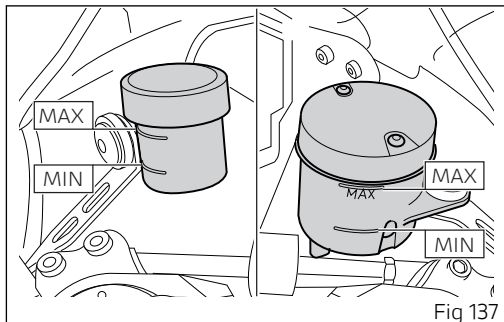


Fig 137

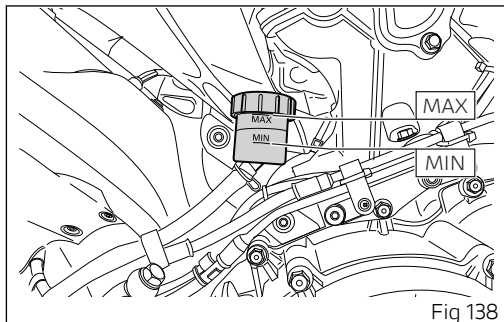


Fig 138

Clutch system

If the control lever has too much play and the transmission snatches or jams as you try to engage a gear, it means that there might be air in the circuit. Contact your Ducati Dealer or Authorized Service Center to have the system inspected and air drained out.



Attention

Clutch fluid level will increase as clutch plate friction material wears down. Do not exceed the specified level (3 mm above the minimum level).

Checking brake pads for wear

Check brake pads wear through the inspection hole in the calipers. If the thickness of the friction material, even in just one pad, is about 1 mm, replace both pads.



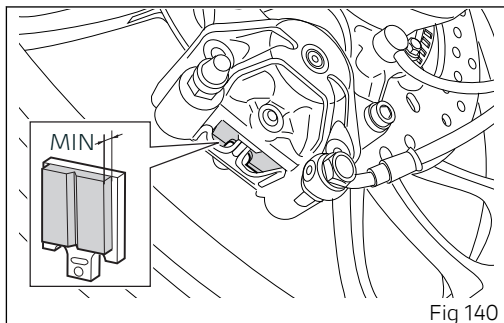
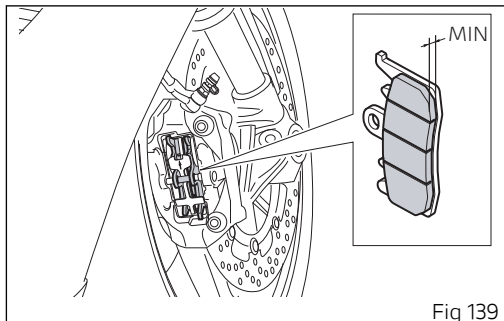
Attention

Friction material wear beyond this limit would lead to metal support contact with the brake disc thus compromising braking efficiency, disc integrity and rider safety.



Important

Have the brake pads replaced at a Ducati Dealer or Authorized Service Center.



Charging the battery

Before charging the battery, it is best to remove it from the motorcycle.

Remove the left-hand side fairing (page 222).

Remove the fuse cover (A).

Unscrew the screw (1) and remove the battery mounting cover (2).

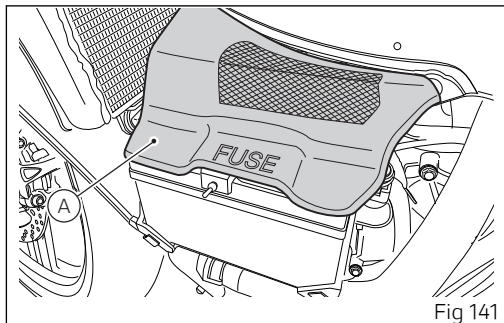


Fig 141

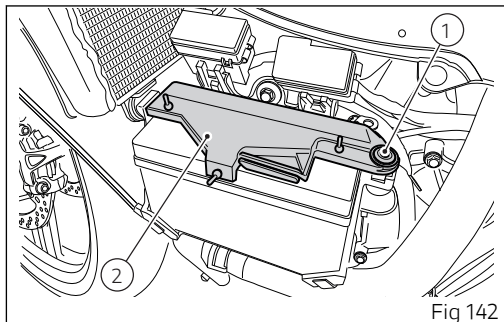


Fig 142

Slide out the battery (3) from its housing and, always starting from the negative terminal (-), loosen the screws (4).

Remove the positive cable (5), the ABS positive cable (6) from the positive terminal and the negative cable (7) from the negative terminal.

Attention

The battery produces explosive gases: keep it away from sparks, flames, cigarettes and heat sources.

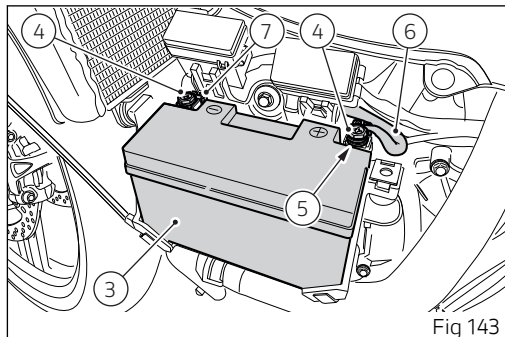
Attention

Keep the battery out of the reach of children.

Charge battery using the special Ducati-approved battery charger for lithium batteries, only. Do not use battery chargers for lead batteries or any other type of battery maintainer/charger.

Charge the battery in a duly ventilated room with a temperature below 104° F (40° C).

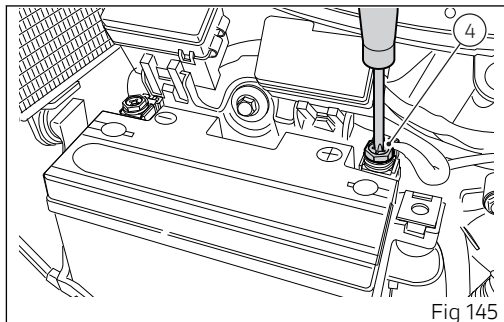
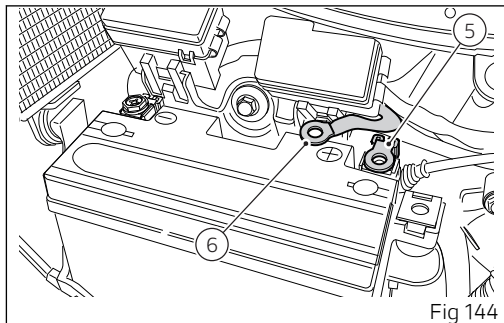
Connect the battery charger leads to the battery terminals, respecting polarity: the red one to the positive terminal (+), the black one to the negative terminal (-).



Important

Make sure the charger is off when you connect the battery to it, or you might get sparks at the battery terminals that could ignite the gases inside the cells. Always connect the red positive (+) terminal first.

Lay down the ABS positive cable (6), onto positive cable (5) and start screw (4) in its thread on these cables.



Connect the positive cable (5), previously assembled to ABS cable (6), to battery positive terminal, and negative cable (7) to battery negative terminal, by starting the other screw (4) in its thread. Tighten the terminal clamp screws (4) to a torque of $5 \text{ Nm} \pm 10\%$ and apply grease onto the battery terminals to prevent oxidation. Reposition the battery (3) in the support, positioning the cables (5) and (6) as shown in (Fig 143).

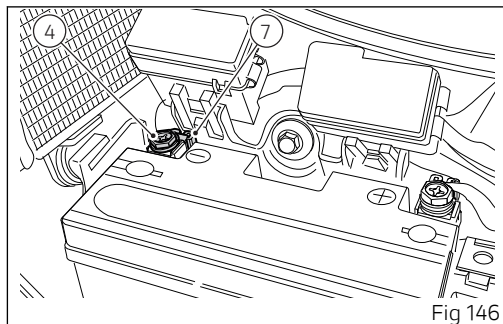


Fig 146

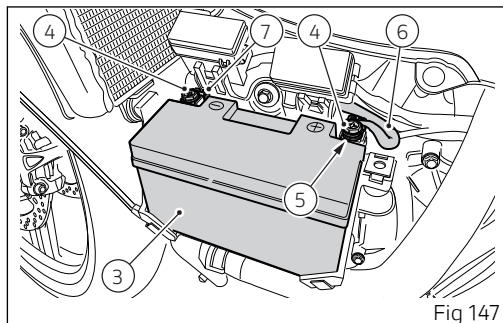
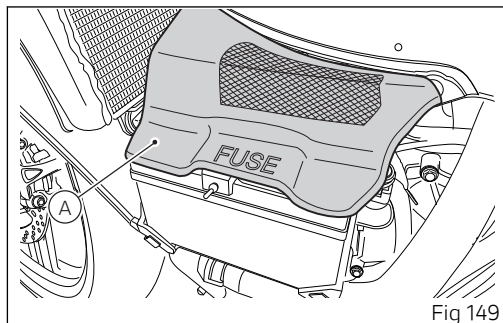
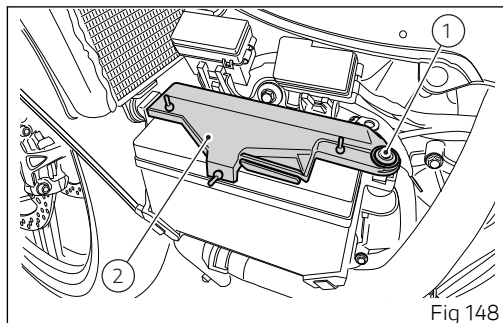


Fig 147

Refit battery mounting cover (2) and fasten, tightening the screw (1) to a torque of $10 \text{ Nm} \pm 10\%$.
Refit the fuse cover (A).
Refit the left-hand side fairing (page 222).



Charging and maintenance of the battery during winter storage

Your motorcycle is equipped with a connector (1) to which you can connect a special battery charger (2) (Battery maintainer kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia only) available from our sales network.



Attention

Use only the Ducati-approved battery charger for lithium batteries also as a maintainer.

Do not use the battery Maintainer kit part no. 69924601A (various countries) or the Battery maintainer kit part no. 69924601AX (for Japan, China and Australia, only), being suitable for lead batteries.



Note

The 959 Panigale electric system is designed so as to ensure there is a very low power drain when the motorcycle is off. Nevertheless, the battery features a certain self-discharge rate that is normal and depends on ambient conditions as well as on "non-use" time.

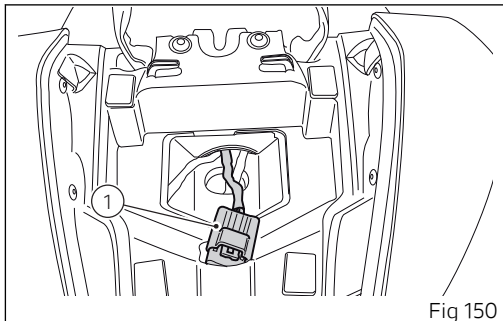


Fig 150

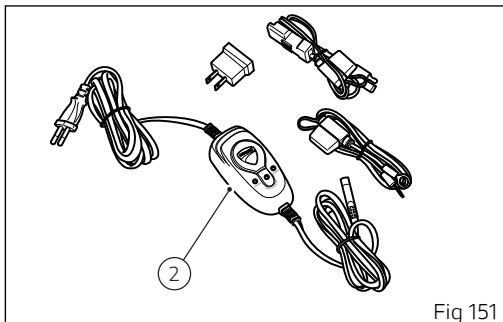


Fig 151



Important

If battery is not kept at a minimum charge level by the special battery charger / charge maintainer for lithium batteries, battery could get damaged if voltage drops under 8 V.



Note

When the motorcycle is left unused (approximately for more than 30 days), we recommend owners to use the Ducati battery charger for lithium batteries as charge maintainer. Connect the maintainer to the diagnostics socket located in the rear end of the bike.



Note

Using charge maintainers or battery chargers for lithium batteries not approved by Ducati could damage motorcycle electric system and/or lithium battery; motorcycle warranty does not cover the battery if damaged due to failure to comply with the above indications, since it is considered as improper maintenance.

Checking drive chain tension



Important

Have chain tension adjusted by a Ducati Dealer or Authorized Service Center.

Turn the rear wheel until you find the position where chain is tightest. Set the vehicle on the side stand. With just a finger, push down the chain at the point of measurement and release.

Measure the distance (A) between the centers of the chain pins and the aluminum section of the swinging arm. It must be: $A = 1.6 \div 1.7$ in ($41 \div 43$ mm).



Important

This only applies to the motorcycle standard settings, available upon delivery.



Important

If drive chain is too tight or slack, adjust tension so as to bring values back to the specified range.

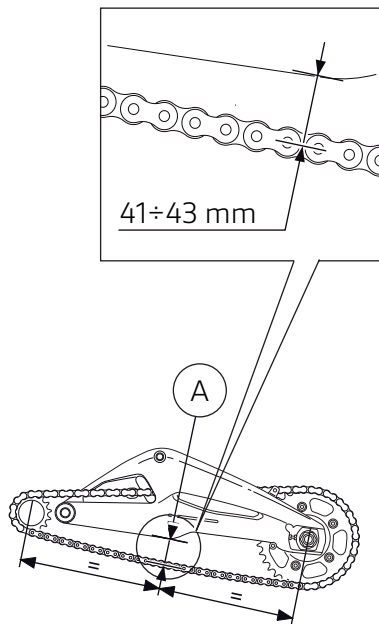


Fig 152



Attention

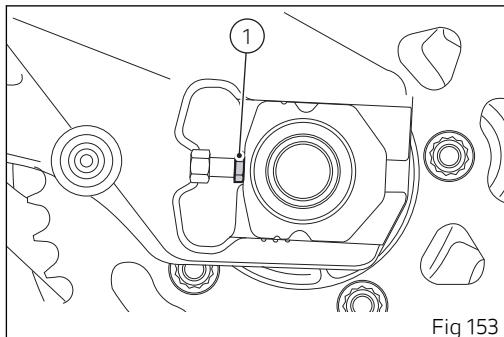
Correct tightening of swinging arm screws (1) is critical to rider and passenger safety.



Important

Improper chain tension will lead to rapid wear of transmission parts.

Check the correspondence of the positioning marks on both sides of the swinging arm to ensure a perfect wheel alignment.



Lubricating the drive chain

The chain fitted on your motorcycle has O-rings to protect its moving parts from dirt and to hold the lubricant inside.

The seals might be irreparably damaged if the chain is cleaned using any solvent other than those specific for O-ring chains or washed using steam or water cleaners.

After cleaning, blow the chain dry or dry it using absorbent material and apply SHELL Advance Chain or Advance Teflon Chain on each link.



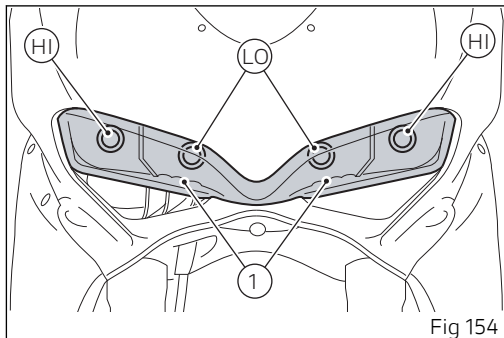
Important

Using non-specific lubricants may lead to severe damage to chain, front and rear sprocket.

Replacing the high and low beam bulbs

Before replacing a blown bulb, make sure that the replacement bulb has the same voltage and power as that specified in the paragraph "Electrical System" on page 271.

Always check that the bulb functions before reassembling removed parts. The figure indicates the position of the low beams (LO), high beams (HI) and led parking lights (1).



Headlight

Gain access to the left bulb.

Turn the ring nut on upper bulb holder counterclockwise and remove the burnt-out bulb.

Replace the bulb with an identical one. Turn the ring nut clockwise to lock.

Gain access to the right bulb and replace it using the same procedure described for the left bulb.

Replacing the parking light bulb

LED parking lights are maintenance-free.



Important

To change headlight bulbs, it is not necessary to disconnect main wiring harness cable from headlight body.



Note

Do not touch the transparent part of the new bulb with the hands. This would cause it to blacken thereby reducing bulb brilliancy.



Attention

The headlight might fog up if the vehicle is used under the rain or after washing. Switch headlight on for a short time to dry up any condensate.

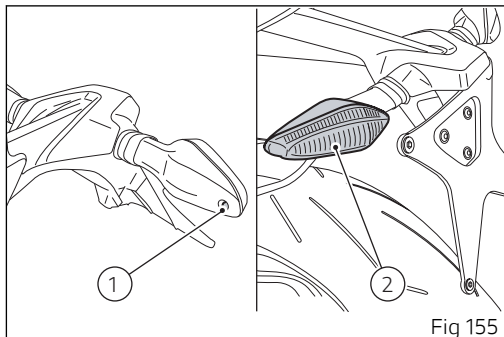
Rear turn indicators

To change the rear turn indicator bulbs, rotate the indicator body (1) by a 1/4 turn so that the lens is up, and then extract indicator body from the indicator light unit.

The bulb is the banjo-type: press and rotate counterclockwise to remove.

Fit the spare bulb by pressing and turning clockwise until it clicks.

Refit the indicator body (2) to its support and rotate it by a 1/4 turn.



Aligning the headlight

To check the headlight aim, place the motorcycle upright with the tires inflated to the correct pressure and one person sitting astride the motorcycle. The motorcycle should be perfectly vertical, with its longitudinal axis at right angles to a wall or screen at a distance of 32.8 feet (10 meters). Draw a horizontal line corresponding to the center of the headlamp and a vertical one in line with the longitudinal axis of motorcycle. If possible, perform this check in dim light. Switch on the low beam and adjust the aiming of the left and right-hand beams. The height of the upper limit between the dark area and the lit area must not be more than nine tenths of the height from ground of headlight center.



Note

The procedure described here is in compliance with the Italian Standard establishing the maximum height of the light beam. Owners in other countries will adapt said procedure to the provisions in force in their countries.

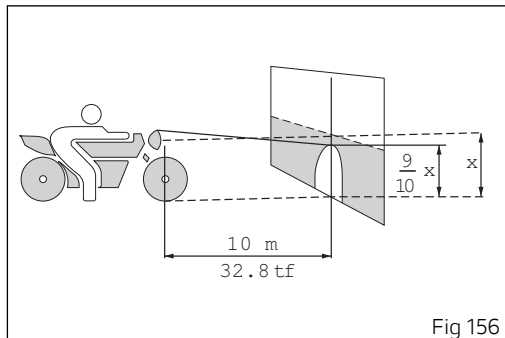


Fig 156

The headlight vertical position can be adjusted by working on screws (1) located on the front, right and left side of the vehicle.



Attention

The headlight might fog up if the vehicle is used under the rain or after washing. Switch headlight on for a short time to dry up any condensate.

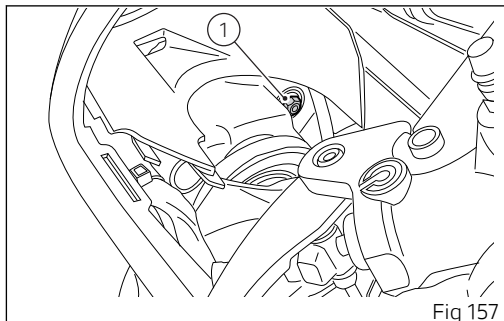


Fig 157

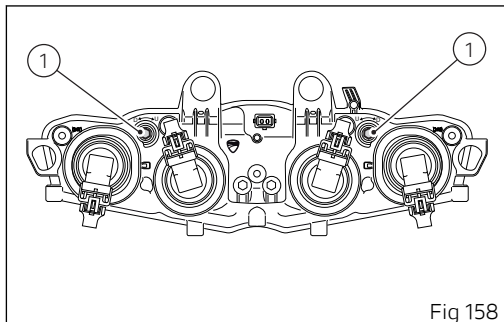


Fig 158

Adjusting the rear-view mirrors

The rear view mirror can be adjusted manually by pressing on point (A).

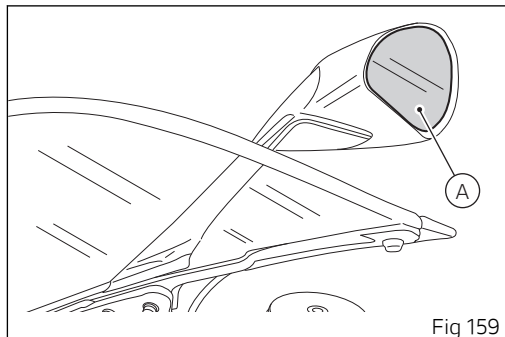


Fig 159

Tubeless tires

Road use

Front tire pressure:

2.5 bar – 2.55 Kg/sq. cm.

Rear tire pressure:

2.5 bar – 2.55 Kg/sq. cm.

Use on the track

Front tire pressure:

2.3 bar – 2.35 Kg/sq. cm.

Rear tire pressure:

2.1 bar – 2.14 Kg/sq. cm.

Because tire pressure is affected by temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.

Important

Check and set tyre pressure when tyres are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar.

Tire repair or change (Tubeless tires)

In the event of a tiny puncture, tubeless tires will take a long time to deflate, as they tend to keep air inside. If you find the pressure low in one tire, check the tire for punctures.



Attention

Punctured tires must be replaced. Replace tires with recommended standard tires only. Be sure to tighten the valve caps securely to avoid leaks when riding. Never use tube type tires. Failure to heed this warning may lead to sudden tire blowout and serious danger to rider and passenger.

After replacing a tire, the wheel must be balanced.



Attention

Do not remove or move the counterweights for wheel balancing.

**Note**

Have the tires replaced at a Ducati Dealer or Authorized Service Center. Correct removal and installation of the wheels is essential. Some parts of the ABS (such as sensors and phonic wheels) are mounted to the wheels and require specific adjustment.

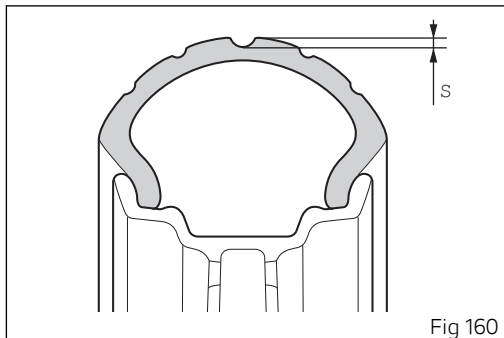
Minimum tread depth

Measure tread depth (S, Fig 160) at the point where tread is most worn down: It should not be less than 2 mm, and in any case not less than the legal limit.



Important

Periodically check tyres to detect any cracks or shears - in particular in the side walls - swells or wide and evident spots that indicate internal damage; replace them in case of serious damage. Remove pebbles or other foreign objects remained stuck in the tyre tread pattern.



Check engine oil level

Check the engine oil level through the sight glass (1) on the clutch cover.

Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.

Ducati recommends you use Shell Advance DUCATI 15W-50 Fully Synthetic oil.

Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the filler plug (2).



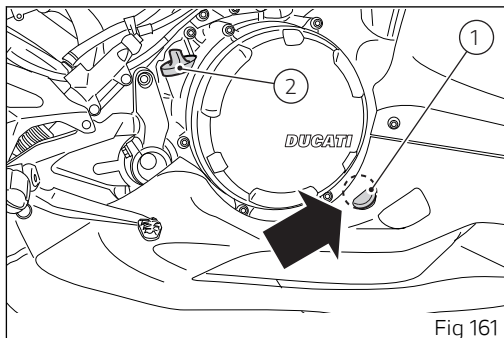
Important

Engine oil and oil filters must be changed by a Ducati Dealer or Authorized Service Center at the intervals specified in the scheduled maintenance chart contained in the Warranty Booklet.

To check the oil level correctly, carefully follow the instructions below.

1) The level must be checked with warm engine, so if it is not performed after riding for at least 20/30 minutes you will need to warm up the engine.

If, on the other hand, the engine is cold, start it and let it warm up until the cooler fans start two consecutive times (the engine oil must be perfectly



warm to flow along the lines and reach the engine sump).

During this warming up phase, the bike can be left on the side stand.

2) Turn off the engine and wait 10\15 minutes to allow the oil to flow completely inside the sump.

3) Position the bike with both wheels on a flat ground and in straight position.

4) Then, check the engine oil through the sight glass.

5) If the oil level is below the middle line between the MIN and MAX marks, add oil until reaching the maximum level indication.



Attention

Never exceed the MAX mark.

Recommendations concerning oil

It is recommended to use oil complying with the following specifications:

- viscosity grade SAE 15W-50.

SAE 15W-50 is an alphanumerical code identifying oil class based on viscosity: two figures with a W ("winter") in-between; the first figure indicates oil viscosity at low temperature; the second figure indicates its viscosity at high temperature.

Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals according to the road conditions you ride in. Use specific products only. Prefer biodegradable products. Avoid harsh detergents or solvents. Only use water and neutral soap to clean the Plexiglas and the seat. Periodically manually clean all aluminum components. Use special detergents, suitable for aluminum parts FREE of abrasives or caustic soda.



Note

Do not use sponges with abrasive parts or steel wool: only use soft cloths.

In any case, the Warranty does not apply to motorcycles whenever poor maintenance status is ascertained.



Important

Do not wash your motorcycle right after use. When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces.

Never clean the motorcycle using hot or high-pressure water jets.

Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in the front fork, wheel hub assembly, electric system, headlight (fogging), front fork seals, air inlets or exhaust mufflers, with resulting loss of compliance with safety requirements.

Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

Rinse with warm water and dry all surfaces with chamois leather.



Attention

Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake discs to avoid losing braking power. Clean the discs with an oil-free solvent.



Attention

The headlight might fog up due to washing, rain or moisture. Switch headlight on for a short time to help and dry up any condensate.

Carefully clean the phonic wheels of the ABS to ensure system efficiency. Do not use aggressive products in order to avoid damaging the phonic wheels and sensors.



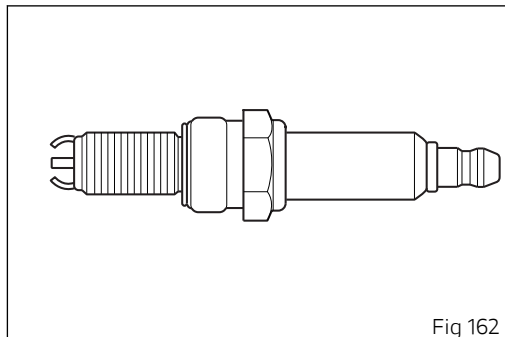
Note

To clean the instrument panel do not use alcohol or its by-products.

Take special care in regularly cleaning the wheel rims since they contain some machined aluminum parts; clean and dry them any time you use the motorcycle.

Cleaning and replacing the spark plugs

Spark plugs are essential to smooth engine running and should be checked at regular intervals. Have the spark plug replaced at a Ducati Dealer or Authorized Service Center.



Storing the motorcycle

If the motorcycle is to be left unriden over long periods, you should perform the following procedures before storing it away:

- clean the motorcycle;
- empty the fuel tank;
- place the motorcycle on a service stand;
- disconnect, remove the battery and periodically charge it using the battery charge maintainer (see page 235);
- Protect the motorcycle with a suitable canvas. This will protect paintwork and prevent retaining condensate. The canvas is available from Ducati Performance.

Important notes

Laws in some countries (France, Germany, Great Britain, Europe, Switzerland, etc.) set certain noise and pollution standards.

Periodically carry out the required checks and replace parts as necessary using Ducati original spare parts to be in compliance with regulations in the given country.

Scheduled maintenance chart

Scheduled maintenance chart: operations to be carried out by the dealer



Attention

This scheduled maintenance chart is designed for a road use of the 959 Panigale. If it is used on the track, even if not during sport competitions, all parts of the bike are more stressed so routine maintenance operations must be carried out more frequently than indicated.



Attention

Please contact a Ducati Dealer or Authorized Service Center for customized service advice on the sport use of your 959 Panigale.

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	12	24	36	48	Time (months)
	mi. x1000	0.6	7.5	15	22.5	30	
Read the error memory with DDS 2.0 and check of Software version update on control units		•	•	•	•	•	12
Check the presence of any technical updates and recall campaigns		•	•	•	•	•	12
Change engine oil and filter		•	•	•	•	•	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	12	24	36	48	Time (months)
	mi. x1000	0.6	7.5	15	22.5	30	
Clean the engine oil intake filter				●		●	-
Check and/or adjust valve clearance				●		●	-
Visual check for wear of the chain timing system						●	-
Change spark plugs				●		●	-
Clean air filter			●		●		-
Change air filter				●		●	-
Check the proper tightening of the clutch cover and clutch protection cover bolts			●	●	●	●	-
Check the proper tightening of the oil sump bolts				●		●	-
Check brake and clutch fluid level		●	●	●	●	●	12
Change brake and clutch fluid							24
Check brake pads. Change if necessary		●	●	●	●	●	12
Check the proper tightening of brake caliper bolts and brake disk flange screws		●	●	●	●	●	12
Check front and rear wheel nuts tightening		●	●	●	●	●	12
Check wheel hub bearings				●		●	-

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	12	24	36	48	Time (months)
	mi. x1000	0.6	7.5	15	22.5	30	
Check and lubricate the rear wheel shaft				●		●	24
Check the cush drive damper on rear sprocket				●		●	-
Check the proper tightening of final drive front and rear sprocket nuts		●	●	●	●	●	12
Check chain sliding shoes for wear		●	●	●	●	●	12
Check the drive chain tension and lubrication		●	●	●	●	●	12
Check steering bearings and lubricate, if necessary				●		●	24
Change front fork fluid							36
Visually check the front fork and rear shock absorber seals		●	●	●	●	●	12
Check the freedom of movement and tightening of the side stand		●	●	●	●	●	12
Visually check the fuel lines			●	●	●	●	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		●	●	●	●	●	12
Lubricate the levers at the handlebar and pedal controls			●	●	●	●	12
Change coolant						●	36

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1	12	24	36	48	Time (months)
	mi. x1000	0.6	7.5	15	22.5	30	
Check coolant level		•	•	•	•	•	12
Check electric fan operation		•	•	•	•	•	12
Check tire pressure and wear		•	•	•	•	•	12
Check the battery charge level		•	•	•	•	•	12
Check idling		•	•	•	•	•	12
Check secondary air system operation				•		•	-
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		•	•	•	•	•	12
Check the indicators and lighting		•	•	•	•	•	12
Reset the Service indication through the DDS 2.0		•	•	•	•	•	12
Road test of the motorcycle, testing the safety devices (ex. ABS and DTC)		•	•	•	•	•	12
Cleaning the motorcycle		•	•	•	•	•	12
Fill out that the service was performed in Warranty Certificate		•	•	•	•	•	12

Scheduled maintenance chart: operations to be carried out by the customer



Important

Using the motorcycle under extreme conditions, such as very damp and muddy roads or dusty and dry environment, could cause above-average wear of components like the drive system, the brakes or the air filter. If the air filter is dirty, the engine could get damaged. Therefore, this might translate in required service or replacement of the wear parts earlier than specified in the scheduled maintenance chart.

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1
	mi. x1000	0.6
	Months	6
Check engine oil level		•
Check brake and clutch fluid level		•
Check tire pressure and wear		•
Check the drive chain tension and lubrication. If necessary, contact your dealer to replace components.		•
Check brake pads. If necessary, contact your dealer to replace components.		•

* Service operation to be carried out in accordance with the specified distance or time intervals (km, miles or months), whichever occurs first.

Specifications

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 435 lb (197.5 kg).

Overall weight (without fluids and battery): 387 lb (175.5 kg).

Maximum allowed weight (carrying full load): 816 lb (370 kg).



Attention

Failure to observe weight limits could result in poor handling and impair the performance of your motorcycle and may cause you to lose control of the motorcycle.

Overall dimensions

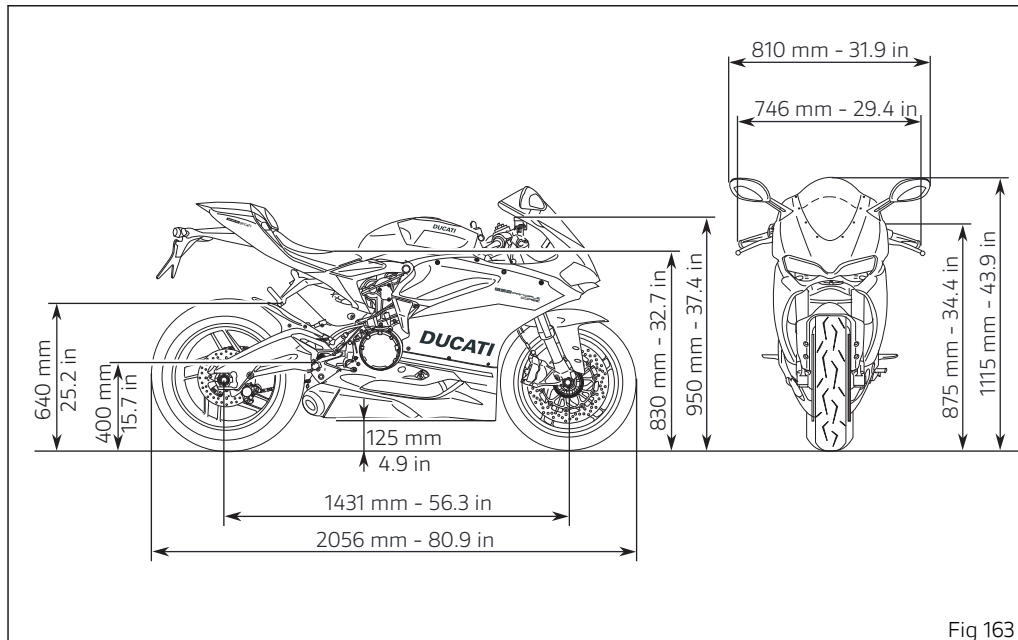


Fig 163

Top-ups

TOP-UPS	TYPE	
Fuel tank, including a reserve of 1.3 gallons (5 cu. dm liters)	Ducati recommends the use of premium-grade unleaded petrol SHELL V-Power with a minimum octane rating of 90 (RON +MON)/2	4.5 gallons (17 cu. dm liters)
Oil sump and filter	Ducati recommends you use SHELL Advance DUCATI 15W-50 Fully Synthetic oil.	1 gallon (3.8 cu. dm - liters)
Front/rear brake and clutch circuits	DOT 4	-
Protectant for electric contacts	Spray used to protect electric systems	-
Front fork	SHELL Donax TA	0.23 cubic inch - 155 cc (per leg)
Cooling circuit	ENI Agip Permanent Spezial antifreeze (do not dilute, use pure)	0.61 gallons - 2.3 cu. dm (liters)



Important

Do not use any additives in fuel or lubricants. Using them could result in severe damage of the engine and motorcycle components.



Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10). Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

Engine

Twin cylinder, four-stroke, 90° "L" type, longitudinal, with deep sump die-cast crankcase.

Bore: 3.94 in (100 mm)

Stroke: 2.39 in (60.8 mm)

Total displacement: 58.28 cu in (955 cu. cm)

Compression ratio: 12.5:1 ± 0.5

Maximum power at crankshaft (EU) Regulation no. 134/2014 Annex X, kW/HP:

110 kW/150 HP at 10,500 rpm

Max. power at crankshaft Regulation (EU) no.

134/2014 Annex X kW, for France version only:

73 kW/99 HP at 9,250 rpm

Maximum torque at crankshaft (EU) Regulation no. 134/2014, Annex X:

102 Nm / 10.4 kgm at 9,000 rpm

Max. torque at crankshaft (EU) Regulation no.

134/2014 Annex X, for France version only:

79 Nm / 8 kgm at 8,500 rpm

Maximum rpm: 11,500



Important

Do not exceed the specified rpm limits in any running conditions.



Note

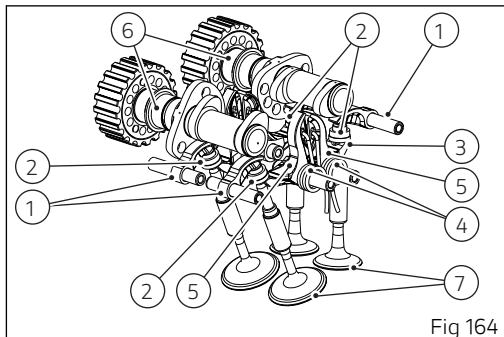
The indicated power/torque values have been measured with a static test bench according to type-approval standards and match with the data detected during type-approval process; they are indicated in the vehicle registration document.

Timing system

Double overhead camshaft (DOHC) driven by chain and gearwheels, 4 valves per cylinder, desmodromic system.

Desmodromic timing system

- 1) opening (or upper) rocker;
- 2) Opening rocker shim;
- 3) Closing (or lower) rocker shim;
- 4) Return spring for lower rocker;
- 5) Closing (or lower) rocker;
- 6) Camshaft;
- 7) Valve.



Performance

Maximum speed in any gear should be reached only after a correct break-in period with the motorcycle properly serviced at the recommended intervals.



Important

Failure to follow these instructions will release Ducati Motor Holding S.p.A. from any liability for any engine damage or shortened engine life.

Spark plugs

Make: NGK.

Type: MAR9A-J.

Fuel system

MITSUBISHI indirect electronic injection

Oval throttle body (corresponding diameter):

2.44 in (62 mm).

Injectors per cylinder: 2

Firing points per injector: 12

Fuel with a minimum octane rating of 90 (RON +MON)/2.



Attention

The vehicle is compatible only with fuel having a maximum ethanol content of 10% (E10). Using fuel with ethanol content over 10% is prohibited. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will render the Warranty null and void.

Brakes

Separate-action anti-lock brake system operated by hall-type sensors mounted to each wheel with phonic wheel detection: ABS can be disabled.

Front

Semi-floating drilled twin-disk.

Braking material: steel.

Carrier material: aluminum.

Carrier color: black.

Disk diameter: 12 in (320 mm).

Hydraulically operated by a control lever on handlebar right hand side.

Brake caliper make: BREMBO.

Type: M4.32b.

Friction material: BRM11E HH.

Cylinder type: PR18/21.

Rear

With fixed drilled steel disk.

Disk diameter: 9.65 in (245 mm).

Hydraulically operated by a pedal on RH side.

Make: BREMBO

Type: P34e (caliper with 34 diameter pistons).

Friction material: Ferodo Ferit I/D 450 FF.

Cylinder type: PS 13.

Attention

The brake fluid used in the brake system is corrosive.

In the event of accidental contact with eyes or skin, wash the affected area with generous quantities of running water.

Transmission

Hydraulically-controlled slipper/self-servo wet multiplate clutch controlled by the lever on left-hand side of the handlebar.

Drive is transmitted from engine to gearbox main shaft via spur gears.

Front chain sprocket/clutch gearwheel ratio: 30/53

6-speed gearbox with constant mesh gears, gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/43

Total gear ratios:

1th 15/37

2th 16/30

3th 18/27

4th 20/25

5th 22/24

6th 24/23

Drive chain from gearbox to rear wheel.

Make: chain REGINA 520 ZRDK

Links: 106

Important

The above gear ratios are the homologated ones and under no circumstances must they be modified.

However, if you wish to tune up your motorcycle for competitions or special tracks, Ducati Motor Holding S.p.A. will be pleased to provide information about

the special ratios available. Contact a Ducati Dealer or Authorized Service Center.



Attention

If the rear sprocket needs replacing, contact a Ducati Dealer or Authorized Service Center. If improperly replaced, this component could seriously endanger your safety and that of your passenger, and cause irreparable damage to your motorcycle.

Frame

Aluminum alloy cast monocoque frame.
Steel tube trellis rear sub-frame.
Steering head angle: 24°
Steering angle: 25° on the left / 25° on the right.
Trail: 3.78 in (96 mm).

Wheels

Front

Ten-spoke, light-alloy forged rims.
Size: MT3.50x17"

Rear

Ten-spoke, light-alloy forged rims.

Size: MT5.50x17"

Tires

Front

Pirelli Diablo Rosso Corsa "tubeless" radial type.
Size: 120/70-ZR17.

Rear

Pirelli Diablo Rosso Corsa "tubeless" radial type.
Size: 180/60-ZR17.

Suspensions

Front

Öhlins FL 9230 hydraulic upside-down fork, fully adjustable.
Stanchion diameter:
1.7 in (43 mm) TiN coated.
Wheel travel:
4.7 in (120 mm).

Rear

Öhlins TTX shock absorber is manually fully adjustable for rebound, compression and spring preload.

The shock absorber is connected to the crankcase at the front pivot point and to the rocker arm at the rear pivot point.

The swinging arm is connected to the pivot shafts going through the engine.

The whole system gives the bike excellent stability.

Wheel travel:

5.1 in (130 mm).

Steering damper

Adjustable Öhlins steering damper

Exhaust system

"2 into 1 into 2" manifold layout.

Stainless steel presilencer, two aluminium side silencers.

Two lambda sensors and two catalytic converters.

Available colors

Matt Racing Red

White Polyurethan Primer, code 490.019 (PPG);

Basecoat 1 Tricolore White code 929.D398 (Palinal);

Basecoat 2 RACING RED D-X1 /B code 0.066 (PPG);

Matt clear coat Deltron GRS code D8122 (PPG);

Monocoque Grey frame Inver code 86176;

black wheel rims.

Electric system

Basic electric items are:

Headlight type:

no. 2 bulbs: H11 12 V 55 W (low beam);

no. 2 bulbs: H11 12 V 55 W (high beam).

parking light type:

no. 8 LEDs Seoul STW8Q14B

Tail light type:

no. 2 REBEL LXM2-PH01-0060 LEDs.

LED stop lights type:

no. 8 LA G6SP-CBEA-24-1 LEDs.

LED number plate light type:

no. 3 CREE CLA1A-WKW-CXAYB453 LEDs.

Electrical controls on handlebars.

Front LED turn indicators: no. 15 LEDs

Rear turn indicators type: R10W (12V-10W) Orange

Color.

Horn.

Stop light switches.

Lithium-ion battery:

12.8V - 4Ah (LiFePO4 Battery).

System voltage 12 V.

GENERATOR 510W, 14V.

ELECTRONIC RECTIFIER, protected by a 30A fuse located on the solenoid starter, under the battery (C, Fig 167).

Starter motor: 12V-0.6 kW.

Number plate light: LED.



Note

For bulb replacement instructions, please read "Replacing the high and low beam bulbs".

Fuses

There are twelve fuses that protect the electric components located inside the front fuse boxes, and one on the electric solenoid starter. There is a spare fuse in every box.

Refer to the table below to identify the circuits protected by the various fuses and their ratings. The front left fuse box (A, Fig 165) and the front right one (B, Fig 166) are located above the battery. To access the fuses, remove the left fairing (page 222).

To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover.

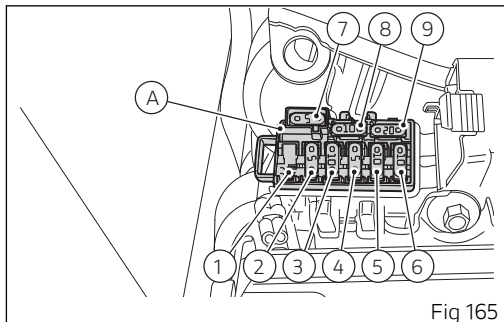


Fig 165

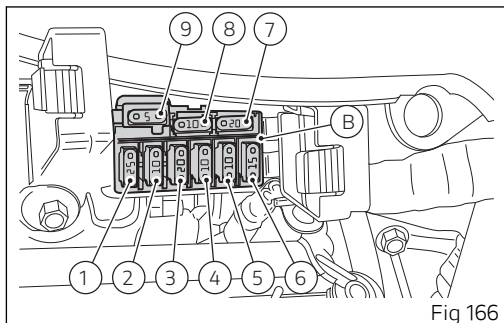


Fig 166

Front left fuse box key		
Pos	El. item	Rat.
1	-	-
2	GPS	5 A
3	Key-sense	10 A
4	Diagnostics	5 A
5	Throttle opening re- lay (ETV)	10 A
6	Instrument panel	10 A
7	Spare	5 A
8	Spare	10 A
9	Spare	20 A

Front right fuse box key		
Pos	El. item	Rat.
1	ABS 1	25 A
2	ABS 2	10 A
3	Injection relay	20 A
4	Lights	15 A

Front right fuse box key		
5	ECU	10 A
6	Black Box System (BBS)	15 A
7	Spare	20 A
8	Spare	10 A
9	Spare	5 A

To access the main fuse, remove the left half-fairing (page 222).

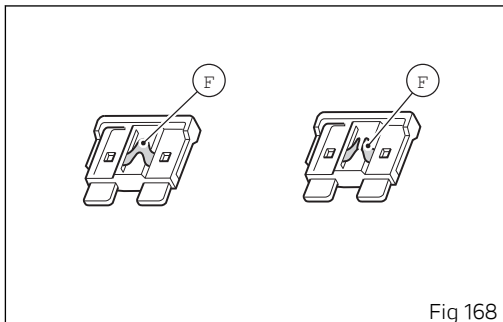
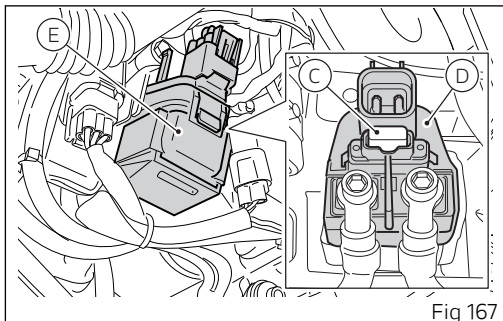
The main fuse (C, Fig 167), is positioned next to the battery, on the solenoid starter (D, Fig 167). Remove the fuse cap (E, Fig 167), to reach it. A blown fuse is identified by the interrupted center link (F, Fig 168).

Important

Switch the ignition key to OFF before replacing the fuse to avoid possible short-circuits.

Attention

Never use a fuse with a rating other than specified. Failure to observe this rule may damage the electric system or even cause fire.



Injection /electric system diagram key

- 1) Right-hand switch
- 2) E-lock control unit
- 3) E-lock relay
- 4) Fuse box 1
- 5) Fuse box 2
- 6) ECU
- 7) APS sensor
- 8) Starter motor
- 9) Fused solenoid
- 10) Battery
- 11) Engine ground
- 12) Regulator
- 13) Generator
- 14) Rear right turn indicator
- 15) Rear light
- 16) Rear left turn indicator
- 17) Number plate light
- 18) Diagnostics socket
- 19) Vehicle control unit (BBS)
- 20) Ex-up motor
- 21) Gear sensor
- 22) Rear speed sensor
- 23) Front speed sensor
- 24) Fuel pump

- 25) Fuel level
- 26) Vertical coil
- 27) Horizontal coil
- 28) Timing/rpm sensor
- 29) Vertical lambda sensor
- 30) Horizontal lambda sensor
- 31) Quick shifter
- 32) Side stand switch
- 33) Oil pressure sensor
- 34) Rear stop switch
- 35) Clutch switch
- 36) Front stop switch
- 37) Fuel pump relay
- 38) Vertical ETV relay
- 39) Horizontal ETV relay
- 40) Vertical MAP sensor
- 41) Horizontal MAP sensor
- 42) Water temperature sensor
- 43) Air temperature sensor
- 44) Horizontal TPS
- 45) Vertical TPS
- 46) Main horizontal injector
- 47) Horizontal injector
- 48) Main vertical injector
- 49) Vertical injector
- 50) Horizontal ETV drive

- 51) Vertical ETV drive
- 52) Secondary air actuator
- 53) ABS control unit
- 54) Left-hand switch
- 55) Horn
- 56) GPS
- 57) Front left turn indicator
- 58) Instrument panel
- 59) Left high beam
- 60) Left low beam
- 61) Parking light
- 62) Right low beam
- 63) Right high beam
- 64) Front right turn indicator
- 65) Low beam relay
- 66) High beam relay
- 67) Fan
- 68) Purge valve

Wire color coding

- B Blue
- W White
- V Violet
- Bk Black
- Y Yellow

- R Red
- Lb Light blue
- Gr Gray
- G Green
- Bn Brown
- O Orange
- P Pink



Note

The electric system wiring diagram is at the end of this manual.

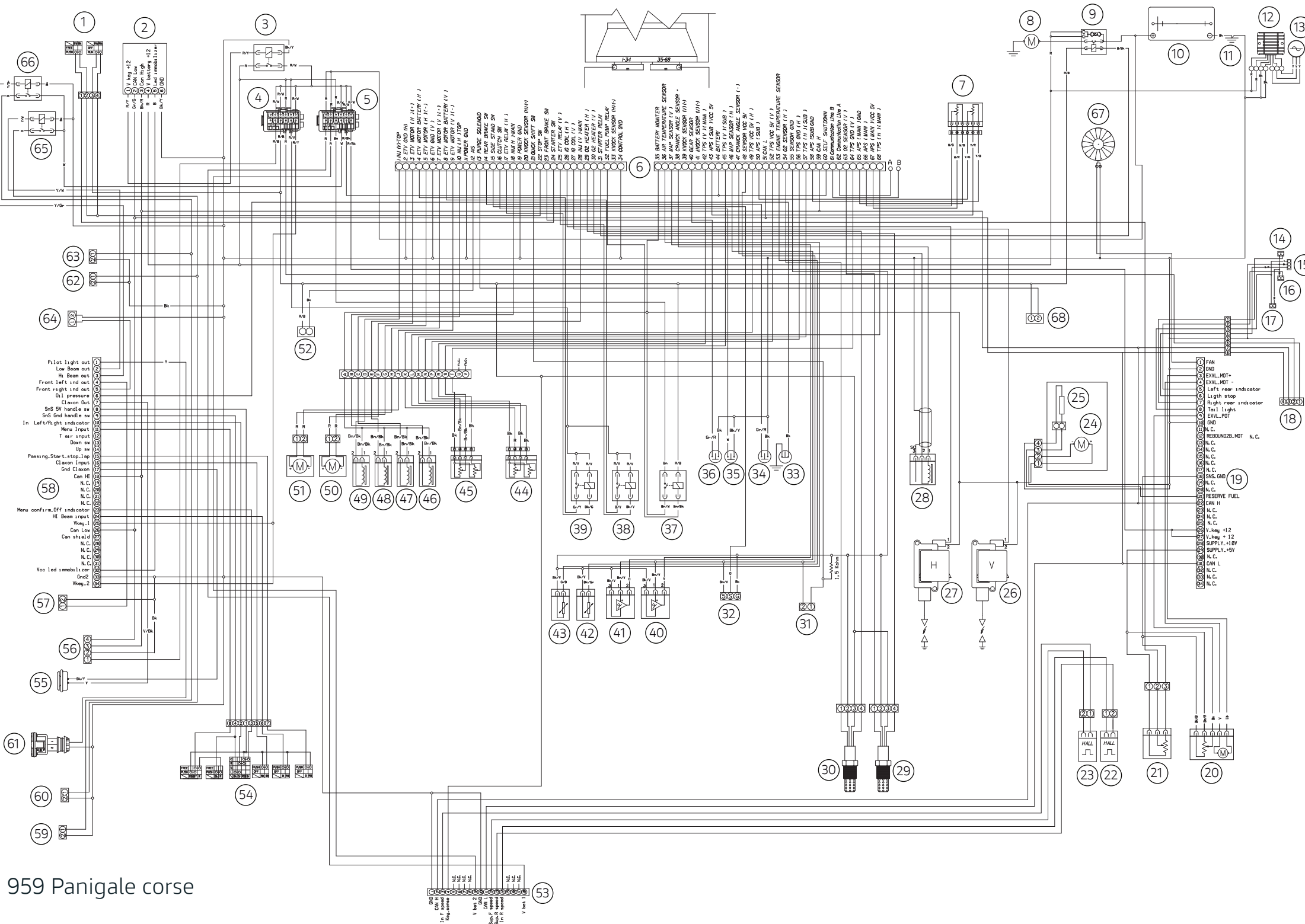
Routine maintenance record

Routine maintenance record

KM	MI	DUCATI SERVICE	MILEAGE	DATE
1000	600			
12000	7500			
24000	15000			
36000	22500			
48000	30000			
60000	37500			

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